

Page	Draft Text	Revised Text
1-3	It is general but comprehensive, long-range in scope but with many near-term actions.	While it is general and long-range in scope, the Plan is also comprehensive with many near-term actions.
1-4	Sante Fe Depot, pictured above, is the railroad station in the Downtown that is used by Amtrak California for its San Joaquin passenger train service.	Santa Fe Depot, pictured above, is the railroad station in the Downtown that is used by Amtrak California for its San Joaquin passenger train service.
1-4	The update process that created this General Plan was initiated to take a comprehensive look at where the city is, where it would like to be in the General Plan Buildout horizon year of 2035 and the Full Buildout beyond 2035 (see description for both on page 1-20), and the actions needed to get there.	The update process that created this General Plan was initiated to take a comprehensive look at where the city is, where it would like to be by General Plan Horizon (2035), and by General Plan Buildout beyond 2035 (see description for both on page 1-20).
1-5	• Reflect the City of Fresno's current planning, resource conservation, and economic development efforts;	• Reflect the City's current planning, resource conservation, and economic development efforts;
1-5	• Allow the City of Fresno, other public agencies, and private developers to design projects that will preserve and enhance community character and environmental resources, promote resiliency, and minimize hazards; and	• Allow the City, other public agencies, and private developers to design projects that will preserve and enhance community character and environmental resources, promote resiliency, and minimize hazards; and
1-8	• Minimization of Farmland Conversion by avoiding premature and inefficient farmland conversion, focusing development within a defined planning boundary, and seeking long-term preservation of farmland outside that boundary.	• Minimization of Farmland Conversion by avoiding premature and inefficient farmland conversion, focusing development within a defined planning boundary, and seeking long-term preservation of farmland acreage.
1-8	The Fresno General Plan Master Environmental Impact Report (MEIR) will provide an analysis of the environmental impacts for the General Plan, and the anticipated Development Code, and other projects as required by the California Environmental Quality Act (CEQA).	The Fresno General Plan Master Environmental Impact Report (MEIR) will provide an analysis of the environmental impacts for the General Plan, and other projects as required by the California Environmental Quality Act (CEQA).
1-9	After certification of the MEIR, the document may be used to provide the environmental analysis for smaller individual planning approvals that implement the Plan when those "subsequent projects" are within the scope of the MEIR. "Subsequent projects" are those projects that are consistent with the Plan and which do not have unique features or environmental effects not covered in the MEIR. These kinds of projects are subject to only limited environmental review, generally in the form of a Finding of Conformity; they are identified in the Appendix to the MEIR.	After certification of the MEIR, the document may be used to provide the environmental analysis for individual planning approvals that implement the Plan when those "subsequent projects" are within the scope of the MEIR. CEQA Guidelines §15177 allows for limited environmental review when the lead agency determines that a subsequent project is within the scope of the MEIR.

Page	Draft Text	Revised Text
1-9	Even subsequent projects that have been identified and adequately analyzed in the MEIR have the option for streamlined review through a Mitigated Negative Declaration or a Focused Environmental Impact Report. An MEIR also allows for streamlined review for projects that are consistent with the Plan even if they are not subsequent projects. As a result, smaller projects can be covered by the broader analysis and findings of the MEIR.	
1-9	Under CEQA, the MEIR can provide streamlining opportunities for a variety of projects ranging from individual parcels, tract maps, BRT Corridor and High Speed Rail Station Area, to community, Specific, neighborhood and Concept Plans.	Under CEQA, the MEIR can provide streamlining opportunities for a variety of projects ranging from individual parcels, tract maps, and BRT Corridor, to community, Specific, neighborhood and Concept Plans.
1-10	This Plan also includes optional elements that address local concerns: Economic Development and Fiscal Sustainability, Public Utilities and Services, Historic and Cultural Resources, Healthy Communities, and Implementation. Table 1-1 outlines how the required elements and optional elements correspond with this Plan.	This Plan also includes optional elements[1] that address local concerns: Economic Development and Fiscal Sustainability, Public Utilities and Services, Historic and Cultural Resources, Healthy Communities, and Implementation. Upon adoption of the Plan, these optional elements carry the same weight and priority as the required elements. Table 1-1 outlines how the required elements and optional elements correspond with this Plan.
1-12	State Route 99 runs northwest-southeast on the western edge of the city, connecting it with Sacramento, the San Francisco Bay Area, Bakersfield, and Los Angeles. State Route 41 runs north-south through the heart of the city, connecting it with Yosemite National Park.	State Route 99 runs northwest-southeast on the western edge of the city, connecting it with Sacramento, the San Francisco Bay Area, Bakersfield, and Los Angeles. It is designated as a High Emphasis Focus Route on the Caltrans Interregional Transportation Strategic Plan. State Route 41 runs north-south through the heart of the city, connecting it with Yosemite National Park.
1-13	The City's SOI is determined by the LAFCO, which is an entity empowered to review and approve proposed boundary changes and annexations by incorporated municipalities.	The City's SOI is determined by the Fresno Local Agency Formation Commission (LAFCO), which is an entity empowered to review and approve proposed boundary changes and annexations by incorporated municipalities.
1-17	• Community Workshops. Fifteen public workshops were held on various topics including visioning and guiding principles, economic development, urban form, healthy communities, transportation, resource conservation, and the Fresno General Plan conceptual alternative scenarios.	• Community Workshops. Over 20 public workshops were held on various topics including visioning and guiding principles, economic development, urban form, healthy communities, transportation, resource conservation, and the Fresno General Plan conceptual alternative scenarios.

Page	Draft Text	Revised Text
1-17	<p>• Planning Commission of the City of Fresno and City Council of the City of Fresno. City staff appeared at seven Planning Commission and City Council meetings that included discussion items on the Fresno General Plan with specific issues requiring policy direction.</p>	<p>• Planning Commission of the City of Fresno and City Council of the City of Fresno. City staff appeared at more than 10 Planning Commission and City Council meetings that included discussion items on the Fresno General Plan with specific issues requiring policy direction.</p>
1-19	<p>General Plan Buildout and Full Buildout Development under the General Plan is referred to as “buildout.” It should be noted that when full buildout will actually occur is not specified in or anticipated by the Plan, which has a horizon year of 2035. Designation of a site for a certain use does not necessarily mean that the site will be built/redeveloped with the designated use by 2035.</p>	<p>General Plan Horizon and General Plan Buildout The “General Plan Horizon” will occur in the year 2035. Complete development under the General Plan past the horizon year of 2035 is referred to as “General Plan Buildout.” Designation of a site for a certain use does not necessarily mean that the site will be built/redeveloped with the designated use by Plan Horizon in 2035.</p>
1-19	<p>The City Council called for no expansion of the City’s SOI for buildout under the General Plan during the horizon year of 2035. It elected not to expand the SOI in part to fully develop Development Areas west and southwest of State Route 99, and to plan for the phased development of the Southeast Development Area (SEDA), which requires its development through Concept Plans that include comprehensive provision of public infrastructure. Portions of SEDA are anticipated to develop by 2035, with full buildout not occurring until 2050 or beyond. While originally called the Southeast Growth Area (SEGA), this area is now referred to as the Southeast Development Area (SEDA).</p>	<p>The City Council called for no expansion of the City’s SOI under the General Plan Horizon. It elected not to expand the SOI in part to fully develop Development Areas west and southwest of State Route 99, and to plan for the phased development of the Southeast Development Area (SEDA), formally known as Southeast Growth Area (SEGA) which requires its development through adoption of a specific plan that include comprehensive provision of public infrastructure. Portions of SEDA are anticipated to develop by 2035, with General Plan Buildout not occurring until 2050 or beyond.</p>
1-19	<p>The preservation of the SOI boundary for the General Plan not only serves to promote the successful development of SEDA, which will be built out over the longer term, but also will increase the value of land in Downtown and established neighborhoods, benefitting current home and property owners.</p>	<p>The preservation of the SOI boundary for the General Plan not only serves to promote the successful development of SEDA, which will be built out over the longer term, but also will increase the opportunity to focus needed resources in Downtown and established neighborhoods, benefitting current home and property owners.</p>
1-19	<p>• General Plan Buildout (horizon year of 2035). The General Plan has a horizon year of 2035, which means that buildout figures for growth in residential units, non-residential square footage, population, and jobs under the Plan are estimated through 2035.</p>	<p>• General Plan Horizon (2035). The General Plan has a horizon year of 2035, which means that figures for growth in residential units, non-residential square footage, population, and jobs under the Plan are estimated through 2035.</p>
1-20	<p>Even with buildout under this Plan horizon of 2035, it is anticipated that some areas in the City’s SOI will remain undeveloped.</p>	<p>Even with complete development under this Plan Horizon of 2035, it is anticipated that some areas in the City’s SOI will remain undeveloped.</p>
1-20	<p>• Full Buildout (beyond 2035). After the 2035 horizon year, it is anticipated that the city will continue to develop beyond the General Plan Buildout.</p>	<p>• General Plan Buildout (beyond 2035). After the 2035 horizon year, it is anticipated that the city will continue to develop beyond the General Plan Horizon.</p>

Page	Draft Text	Revised Text
1-20	The reason that two buildout scenarios are contemplated and discussed is because the General Plan Land Use Diagram designates land uses for the entire SOI, and it is unlikely that all the vacant and underutilized land available to develop on within the City's SOI will be developed on by the year 2035, which is the extent of this General Plan, and so additional consideration must be given to the remaining vacant and underutilized land that will be available to build on after the year 2035.	The reason that two scenarios are contemplated and discussed is because the General Plan Land Use Diagram designates land uses for the entire SOI, and it is unlikely that all the vacant and underutilized land available to develop on within the City's SOI will be developed on by the year 2035, which is the extent of this General Plan, and so additional consideration must be given to the remaining vacant and underutilized land that will be available to build on after the year 2035.
1-20	This Plan has been analyzed and presented under the General Plan Buildout development level. However, the MEIR analyzes the environmental impacts of the General Plan under the Full Buildout of the SOI, so the complete buildout figures of the SOI were used, as opposed to the buildout figures for the horizon year of the Plan. Both the buildout figures for the Plan and the subsequent SOI development are presented on the following pages.	This Plan has been analyzed and presented under the General Plan Horizon development level. However, the MEIR analyzes the environmental impacts of the General Plan under the Buildout of the SOI, so the complete figures of the SOI were used, as opposed to the buildout figures for the horizon year of the Plan. Figures for both the Plan and the subsequent SOI development are presented on the following pages.
1-20	Table 1-2 provides the existing and additional housing units expected under the General Plan Buildout and the Full Buildout.	Table 1-2 provides the existing and additional housing units expected under the General Plan Horizon and the General Plan Buildout.
1-20	The Plan is intended to accommodate an additional 76,000 units. In total, General Plan Buildout will result in an estimated 267,000 housing units in the SOI by 2035.	The Plan is intended to accommodate an additional 76,000 units. In total, General Plan Horizon will result in an estimated 267,000 housing units in the SOI by 2035.
1-20	Full Buildout will result in approximately 336,000 in the SOI.	Complete Buildout will result in approximately 336,000 in the SOI.
1-20	Table 1-3 details the 2035 General Plan residential buildout capacity by housing type (multi-family and townhouse, or single-family) and location (inside City Limits or requiring annexation), as shown in Figure I-3.	Table 1-3 details the General Plan residential buildout capacity by housing type (multi-family and townhouse, or single-family) and location (inside City Limits or requiring annexation), as shown in Figure I-3.

Page	Draft Text	Revised Text
1-21	<p>[Table 1-2 Column Headers] Residential Dwelling Units General Plan Buildout Full Buildout</p> <p>[Row 1] Existing¹</p> <p>[Footnote] 1. Existing dwelling unit count...</p>	<p>[Table 1-2 Title] TABLE 1-2: RESIDENTIAL DEVELOPMENT CAPACITY UNDER HORIZON AND BUILDOUT¹</p> <p>[Table 1-2 Column Headers] Residential Dwelling Units General Plan Horizon General Plan Buildout</p> <p>[Row 1] Existing²</p> <p>[Footnote] 1. Calculations are based on August 9, 2012 Land Use Diagram Draft Figure 2 of the Initiation Draft. 2. Existing dwelling unit count...</p>
1-21	<p>[Table 1-3 Title] TABLE 1-3: RESIDENTIAL DEVELOPMENT CAPACITY UNDER GENERAL PLAN BUILDOUT (HORIZON YEAR OF 2035)</p> <p>[Table 1-3 Column Headers] Area¹</p> <p>[Footnote] 1. DA is Development Area. See Figure I-3: Residential Capacity Allocation.</p>	<p>[Table 1-3 Title] TABLE 1-3¹: RESIDENTIAL DEVELOPMENT CAPACITY² UNDER GENERAL PLAN HORIZON</p> <p>[Table 1-3 Column Headers] Area³</p> <p>[Footnote] 1. Calculations are based on August 9, 2012 Land Use Diagram Draft Figure 2 of the Initiation Draft. 2. The term “capacity” is intended to mean a Development Area’s ability to accommodate a specified number of units and is not intended to indicate the number of actual units built. 3. DA is Development Area. See Figure I-3: Residential Capacity Allocation.</p>
1-23	<p>Table 1-4 presents residential dwelling unit capacity by Development Area in Full Buildout, which is beyond 2035. An additional 55,610 residential units are projected to develop in the City Limits, while 89,764 units are projected to develop in Growth Areas requiring annexation, for an additional 145,374 residential units in the SOI at the end of Full Buildout.</p>	<p>Table 1-4 presents residential dwelling unit capacity by Development Area in General Plan Buildout, which is beyond 2035. An additional 55,610 residential units are projected to develop in the City Limits, while 89,764 units are projected to develop in Growth Areas requiring annexation, for an additional 145,374 residential units in the SOI at the end of General Plan Buildout.</p>

Page	Draft Text	Revised Text
1-23	<p>[Table 1-4 Title] TABLE 1-4: RESIDENTIAL DEVELOPMENT CAPACITY UNDER FULL BUILDOUT (BEYOND 2035)</p> <p>[Table 1-4 Column Headers] Area¹</p> <p>[Row 7 and 13] DA-1: South² Total Dwelling Units under Full Buildout</p> <p>[Footnote] 1. DA is Development Area. See Figure I-3: Residential Capacity Allocation. 2. Mission Ranch included in DA-1: South –4,492 units.</p>	<p>[Table 1-4 Title] TABLE 1-4¹: RESIDENTIAL DEVELOPMENT CAPACITY UNDER BUILDOUT (BEYOND 2035)</p> <p>[Table 1-4 Column Headers] Area²</p> <p>[Row 7 and 13] DA-1: South Total Dwelling Units under Buildout</p> <p>[Footnote] 1. Calculations are based on August 9, 2012 Land Use Diagram Draft Figure 2 of the Initiation Draft. 2. DA is Development Area. See Figure I-3: Residential Capacity Allocation.</p>
1-23	<p>Buildout Population The existing and estimated future population figures are presented in Table 1-5 for both the General Plan Buildout and Full Buildout.</p>	<p>Horizon and Buildout Population The existing and estimated future population figures are presented in Table 1-5 for both the General Plan Horizon and General Plan Buildout.¹</p> <p>[Footnote] 1. Calculations are based on August 9, 2012 Land Use Diagram Draft Figure 2 of the Initiation Draft.</p>
1-23	<p>General Plan Buildout will accommodate a population of approximately 226,000 new residents by 2035 within the SOI, resulting in a total population of 771,000 and an average annual growth rate of 1.24 percent. Meanwhile, Full Buildout anticipates an additional 425,000 new residents over the existing population by an unspecified date within the SOI, resulting in a total population of 970,000.</p>	<p>The General Plan Horizon will accommodate a population of approximately 226,000 new residents by 2035 within the SOI, resulting in a total population of 771,000 and an average annual growth rate of 1.24 percent. Meanwhile, General Plan Buildout anticipates an additional 425,000 new residents over the existing population by an unspecified date within the SOI, resulting in a total population of 970,000.</p>

Page	Draft Text	Revised Text
1-24		<p>[Table 1-5 Title] TABLE 1-5¹: POPULATION ESTIMATE UNDER HORIZON AND BUILDOUT</p> <p>[Table 1-5 Column Headers] General Plan Horizon General Plan Buildout</p> <p>[Row 1] Existing²</p> <p>[Footnote] 1. Calculations are based on August 9, 2012 Land Use Diagram Draft Figure 2 of the Initiation Draft. 2. Existing Population includes the entire SOI area population from 2010 Census Data.</p>
1-24	<p>The amount of new non-residential development expected under General Plan Buildout and Full Buildout are detailed in Table 1-6. Under the General Plan BuildoutHorizon, an estimated 55,000,000 square feet of non-residential use capacity is calculated as possible by 2035, while nearly 104,000,000 square feet of non-residential use capacity above current levels (approximatley 49,000,000 square feet more than the 2035 horizon) is anticipated under Full Buildout.</p>	<p>Under the General Plan Buildout, an estimated 55,000,000 square feet of non-residential use capacity is calculated as possible by 2035, while nearly 104,000,000 square feet of non-residential use capacity above current levels (approximately 49,000,000 square feet more than the 2035 horizon) is anticipated under General Plan Buildout.</p>

Page	Draft Text	Revised Text
1-24	<p>[Table 1-6 Title] TABLE 1-6: ADDITIONAL ESTIMATED NON-RESIDENTIAL FLOOR AREA UNDER BUILDOUT</p> <p>[Table 1-6 Column Headers] General Plan Buildout Full Buildout</p> <p>[Rows 1 - 3] Retail¹ Office² Industry and Business Parks³</p> <p>[Footnote] 1. Sum of commercial floor area plus 50 percent of non-residential CMX floor area, 80 percent non-residential NMX floor area, 87.5 percent of non-residential RMX floor area, and 10 percent of BP/RBP floor area. 2. Sum of office floor area plus 50 percent of non-residential CMX floor area, 20 percent non-residential NMX floor area, 12.5 percent of non-residential RMX floor area, and 60 percent of BP/RBP floor area. 3. Sum of light and heavy industry land use floor area plus 30 percent of BP/RBP floor area.</p>	<p>[Table 1-6 Title] TABLE 1-6¹: ADDITIONAL ESTIMATED NON-RESIDENTIAL FLOOR AREA UNDER HORIZON AND BUILDOUT</p> <p>[Table 1-6 Column Headers] General Plan Horizon General Plan Buildout</p> <p>[Rows 1 - 3] Retail² Office³ Industry and Business Parks⁴</p> <p>[Footnote] 1. Calculations are based on August 9, 2012 Land Use Diagram Draft Figure 2 of the Initiation Draft. 2. Sum of commercial floor area plus 50 percent of non-residential CMX floor area, 80 percent non-residential NMX floor area, 87.5 percent of non-residential RMX floor area, and 10 percent of BP/RBP floor area. 3. Sum of office floor area plus 50 percent of non-residential CMX floor area, 20 percent non-residential NMX floor area, 12.5 percent of non-residential RMX floor area, and 60 percent of BP/RBP floor area. 4. Sum of light and heavy industry land use floor area plus 30 percent of BP/RBP floor area.</p>
1-25	Buildout Employment and Jobs/Resident Balance	Horizon and Buildout Employment and Jobs/Resident Balance
1-25	<p>More realistically, a balance means that in-commuting and out-commuting are matched, leading to efficient use of the transportation system, particularly during peak hours. At General Plan Buildout, horizon year of 2035, the General Plan can accommodate 0.48 jobs per new resident, roughly equivalent to the current percentage of the city's population in the labor force (46 percent according to the 2010 US Census).</p>	<p>More realistically, a balance means that in-commuting and out-commuting are matched, leading to efficient use of the transportation system, particularly during peak hours. [insert paragraph break] At the horizon year of 2035, the General Plan can accommodate 0.48 jobs per new resident, roughly equivalent to the current percentage of the city's population in the labor force (46 percent according to the 2010 US Census).</p>

Page	Draft Text	Revised Text
1-25	Therefore, at General Plan Buildout , the SOI could accommodate approximately a total of 108,000 new jobs above current levels based on 0.48 jobs per 226,000 new residents anticipated by 2035 (see Table 1-5 for population). These new jobs would be roughly broken down into:	Therefore, at General Plan Horizon , the SOI could accommodate approximately a total of 108,000 new jobs above current levels based on 0.48 jobs per 226,000 new residents anticipated by 2035 (see Table 1-5 for population). These new jobs would be roughly broken down into:
1-25	At Full Buildout, well after 2035, it is estimated that there would be 0.45 jobs per new resident, roughly equivalent to the current percentage of the city's population in the labor force (46 percent according to the 2010 US Census). At Full Buildout, the SOI could accommodate approximately a total of 189,500 new jobs above current levels based on 0.45 jobs per 425,000 new residents anticipated (see Table 1-5 for population). These new jobs would be roughly broken down into:	At General Plan Buildout, well after 2035, it is estimated that there would be 0.45 jobs per new resident, roughly equivalent to the current percentage of the city's population in the labor force (46 percent according to the 2010 US Census). At General Plan Buildout, the SOI could accommodate approximately a total of 189,500 new jobs above current levels based on 0.45 jobs per 425,000 new residents anticipated (see Table 1-5 for population). These new jobs would be roughly broken down into:
1-25	• Introduction. This introductory element includes General Plan goals, State requirements, and requirements for administration of the Plan. In addition, the projected development under General Plan Buildout and Full Buildout are summarized, and overarching themes of the Plan are presented.	• Introduction. This introductory element includes General Plan goals, State requirements, and requirements for administration of the Plan. In addition, the projected development under General Plan Horizon and General Plan Buildout are summarized, and overarching themes of the Plan are presented.
1-27	• Mandatory and Flexible Directives: Terms in goals, objectives, policies and implementation measures such as “shall,” and “must,” signify an unequivocal directive, which should be narrowly construed. Any other language such as “may” or “should” signifies a less rigid directive, to be honored in the absence of compelling or contravening considerations.	• Mandatory and Flexible Directives: Terms in goals, objectives, policies and implementation measures such as “shall,” “must,” and “ require ” signify an unequivocal directive, which shall be narrowly construed. Any other language such as “may” or “should” signifies a less rigid directive, to be implemented in the absence of compelling or contravening considerations.
1-29	• Language of Approximation: Terms such as “about,” “approximately” or “roughly” are intended to be utilized flexibly, and should not be read to either represent a specific amount or to mandate rigid ratios. For example, depending on the context a reference to “approximately one-half” could reasonably vary at least 10 to 15 percent more or less, and the use of an even more general term such as “roughly” could reasonably include twice that amount or more.	• Language of Approximation: Terms such as “about,” “approximately” or “roughly” are intended to be utilized flexibly, and should not be read to either represent a specific amount or to mandate ratios or a particular margin of variation. Further, such terms should not be read to imply a specific timeline requirement for implementation of goals and objectives. Rather, all goals and objectives are generally expected to be complete at or near the close of the General Plan Horizon in 2035.

Page	Draft Text	Revised Text
1-29	[Footnote 7] The following Figures are not “narrative” – even if not specifically referenced by a policy: Figure UF-1 (West Development Area Diagram); Figure UF-2 (Southwest Development Area Land Use Diagram); Figure UF-3 (Southeast Development Area Land Use Diagram); Figure LU-1 (Land Use Diagram); Figure LU-2 (Dual Designation Diagram); Figure MT-1 (Circulation Diagram); Figure MT-2 (Paths and Trails); Figure POSS-1 (Open Space Diagram); Figure NS-2 (Future Noise Contours); Figure NS-4 (Floodplains); and Figure IM-1 (Phasing Areas).	[Footnote 7] The following Figures and Tables, as may be amended from time to time, are policies – even if not specifically referenced by an individual policy: Figure LU-1; Figure LU-2; Figure MT-1; Figure MT-2; Figure MT-4; Figure POSS-1; Figure POSS-2; Figure POSS-3; Figure NS-2; Figure NS-3; Figure NS-4; Figure NS-5; Figure NS-6; Figure NS-7; Figure IM-1; Figure IM-2; Table 3-1; Table 3-3; Table 4-1; Table 9-2; Table 9-3; Table 11-3; Table 11-4; Table 11-5; Table 11-7; Table 11-8; Table 11-9; Table 11-10; Table 11-11; Table 11-12; Table 11-13; Table 12-1.
2-4	The objectives and policies in this element support a wide range of General Plan goals, including increasing opportunities for economic development and job creation, resolving existing public infrastructure and service deficiencies, investing in public improvements to increase competitiveness and promoting economic growth. In particular, this element supports the following General Plan goals:	The objectives and policies in this element support a wide range of General Plan goals. In particular, this element supports the following General Plan goals:
2-4	The city and surrounding areas are expected to continue experiencing high rates of population growth over the 21-year planning horizon of this General Plan, although this growth is expected to be at half of the rate as that of the past 30 years.	The city and surrounding areas are expected to continue experiencing high rates of population growth over the 21-year planning horizon of this General Plan, although this growth is expected to be at half of the rate as that of the past 30 years.
2-5	In addition, the percentage of families receiving food stamps is nearly 40 percent higher in the city than that of the state.	In addition, the percentage of families receiving food stamps is significantly higher in the city than that of the state
2-5		However, as of September 2014, the unemployment rate in the City has fallen to 8.9 percent.
2-7	[TABLE 2-3] [Row 3] (SCCCD)	[TABLE 2-3] [Row 3] (SCCCD) State Center Community College District [Row 10] West Hills Community District (SHCCD)
2-8	The growth potential for Fresno’s major employment sectors was an important economic factor used for programming land use and development under this General Plan. Table 2-4 shows employment projections by economic sector for Fresno County	The growth potential for Fresno’s major employment sectors was an important economic factor used for programming land use and development under this General Plan. Table 2-4 shows employment projections by economic sector for the city as well as Fresno County
2-7	[Table 2-4] Construction 5.3% 5.7% -0.4	[Table 2-4] Construction 5.3% 5.7% 0.4
2-9	A balance of jobs across all industry sectors ensures that jobs are offered across the income spectrum and support all aspects of a healthy local economy.	A balance of jobs across all industry sectors throughout the County ensures that jobs are offered across the income spectrum and support all aspects of a healthy local economy.

Page	Draft Text	Revised Text
2-9	Other industries that generally pay high salaries and provide opportunities for career advancement are Financial Activities (3.7 percent of jobs in 2010), Information (0.9 percent), Education Services and Healthcare (11.2 percent), Professional and Business Services (7.3 percent), and Manufacturing (6.6 percent).	Table 2.5 shows a range of other industries that generally pay high salaries and provide opportunities for career advancement are Financial Activities (3.7 percent of jobs in 2010), Information (0.9 percent), Education Services and Healthcare (11.2 percent), Professional and Business Services (7.3 percent), and Manufacturing (6.6 percent).
2-9	While none of these sectors currently represent a very high percentage of total jobs, except for manufacturing and financial activities, all are projected to increase its share over the next decade, an encouraging statistic for the city.	While this data is for the entire County and these sectors do not currently represent a very high percentage of total jobs, except for manufacturing and financial activities, all are projected to increase its share over the next decade.
2-9	Although the data is for the entire County, the Since the large majority of the County's job base is located in the city, this is an encouraging statistic for the city., and is, therefore, reflective of the city's employment sectors.	Since the large majority of the County's job base is located in the city, this is an encouraging statistic for the city.
2-10	[Table 2-5] Total Farm 12.6% 11.7% 1.0%	[Table 2-5] Total Farm 12.6% 11.7% -0.9%
2-10	Young people often leave Fresno for higher education or career opportunities and do not necessarily come back.	Young people often leave Fresno for higher education or career opportunities and do not come back.
2-11	Recent efforts to stem this outflow and retain local talent have been successful, including the Creative Economy Council, Creative Fresno, FLYP (Fresno's Leading Young Professionals), Creative Fresno's Boomerang Project, and the recently launched private business incubator "Bitwise."	Recent efforts to stem this outflow and retain local talent have been successful, including the Creative Economy Council, Creative Fresno, FLYP (Fresno's Leading Young Professionals), Creative Fresno's Boomerang Project, and Bitwise, a private business incubator.
2-11	Bitwise Industries opened in the summer of 2013, and as of 2014, its 8,000 square-foot building is jam-packed with 24 small tech companies on its first floor, with 26 more on a waiting list.	Bitwise Industries opened in the summer of 2013, and as of 2014, its 8,000 square-foot building is filled with 24 small tech companies on its first floor, with 26 more on a waiting list.
2-11	The yearly competition "59 Days of Code" is an opportunity for Valley coders to access a world-class network of advisors to help with every aspect of business, to directly connect to seed and venture capital, and to show off the creative programmers located here in Fresno and the San Joaquin Valley.	From 2009 to 2014, the annual competition "59 Days of Code" provided an opportunity for Valley coders to access a world-class network of advisors to help with every aspect of business, to directly connect to seed and venture capital, and to show off the creative programmers located here in Fresno and the San Joaquin Valley.
2-13	Priorities set in the General Plan include creating new, large employment areas targeted for development, as shown on Figure LU-1: Land Use Diagram (in the back of this Plan).	Priorities set in the General Plan include creating new, large employment areas targeted for development, as shown on Figure LU-1: Land Use Diagram.
2-15	The Business Friendly Fresno initiative is aimed at providing high quality customer service for development applications	The Business Friendly Fresno (BFF) initiative is aimed at providing high quality customer service for development applications

Page	Draft Text	Revised Text
2-17	Buy Local: Small, Local, and Minority Owned Business Initiative . The City's economic development plan includes a focus on supporting small, local and minority owned businesses . Planned efforts include providing City Hall procurement briefings to ensure local, small and minority owned firms know about opportunities to bid on City projects. The City of Fresno also offers an excellent certification program for small and minority owned businesses. Lastly, the City has committed to tracking progress on diversifying its supply chain and reporting those efforts to the public.	Buy Local Initiative : Small, Local, and/or Owned by Underrepresented Groups . The City's economic development plan includes a focus on supporting small and local businesses as well as those that are owned by underrepresented groups, including women and people of color . Planned efforts include providing City Hall procurement briefings to ensure these firms know about opportunities to bid on City projects. The City of Fresno also offers an excellent certification program for small businesses and businesses owned by underrepresented groups . Lastly, the City has committed to tracking progress on diversifying its supply chain and reporting those efforts to the public.
2-17	A major focus of the City's economic development plan includes supporting and incentivizing investment in parts of the city that have experienced significant decline and neglect over the last fifty years	A major focus of the City's economic development plan includes supporting and incentivizing investment in parts of the city that have experienced significant decline and neglect over the last 50 years
2-17	The City recognizes that much work has to be done in order to see investment flow back into the established neighborhoods south of Herndon Avenue, along the Bus Rapid Transit (BRT) corridors, and in the Downtown.	The City recognizes that much work has to be done in order to see investment flow back into the established neighborhoods south of Herndon Avenue, along the Bus Rapid Transit (BRT) corridors, and in Downtown.
2-18	The changes recommended in the Fulton Corridor Specific Plan, Downtown Neighborhoods Community Plan, General Plan Update, Downtown Development Code, and Citywide Development Code are intended to line up the City's policies and zoning code to create a better environment for investing in older parts of the city	The changes recommended in the Fulton Corridor Specific Plan, Downtown Neighborhoods Community Plan, General Plan Update, Downtown Development Code, and Development Code are intended to line up the City's policies and zoning code to create a better environment for investing in older parts of the city
2-18	The City will work to create a larger web presence and put more information online, since this is the most economical way of marketing, in addition to the marketing efforts listed under ED-3-b, Commentary.	The City will work to create a stronger web presence and make more information available online (since this is the most economical way of marketing), in addition to the marketing efforts listed under ED-3-b, Commentary.
2-20	Utility rates had not been kept current to help cover costs. As a result, the City Council approved a new rate structure in August 2013 to begin to address aging infrastructure.	Utility rates had not been kept current to help cover costs.
2-20	Eliminate structural Imbalances to Achieve a Balanced Budget.	Improve the City's Credit Rating

Page	Draft Text	Revised Text
2-20		The recent poor financial health of the City has resulted in significant downgrades in the City's bond rating by all major bond rating agencies. Good credit ratings ensure access to debt markets at competitive rates and improve the City's ability to do lease-purchase acquisition of police and fire vehicle replacements and safety equipment. Restoring the City's financial health will depend on the City's ability to achieve positive fund balances in its accounts, have a long-term operating balance in the General Fund, and rebuild emergency cash reserves to levels appropriate for a City with a budget the size of Fresno's. The Reserve Management Act adopted by the City Council in 2011 provides the policy framework needed to ensure that reserves are at appropriate levels and that our credit rating improves. This would include maintaining appropriate financial reserves in Enterprise Funds to provide necessary bond debt coverage ratios and emergency reserves for these essential utilities
2-19	In addition, the City should remain committed to proactive management, eliminating developer subsidies for infrastructure (primarily transportation infrastructure funded through the local sales tax transportation program which has historically paid for roads to growth areas), and reducing public service and maintenance costs in growth areas.	In addition, the City should remain committed to the following: 1) proactive management, 2) eliminating developer subsidies for infrastructure (primarily transportation infrastructure funded through the local sales tax transportation program which has historically paid for roads to growth areas), and 3) reducing public service and maintenance costs in growth areas.
2-21	Improve the City's Credit Rating. The recent poor financial health of the City has resulted in significant downgrades in the City's bond rating by all major bond rating agencies. Good credit ratings ensure access to debt markets at competitive rates and improve the City's ability to do lease-purchase acquisition of police and fire vehicle replacements and safety equipment. Restoring the City's financial health will depend on the City's ability to achieve positive fund balances in its accounts, have a long-term operating balance in the General Fund, and rebuild emergency cash reserves to levels appropriate for a City with a budget the size of Fresno's. The Reserve Management Act adopted by the City Council in 2011 provides the policy framework needed to ensure reserves are at appropriate levels and our credit rating improves. This would include maintaining appropriate financial reserves in Enterprise Funds to provide necessary bond debt coverage ratios and emergency reserves for these essential utilities.	

Page	Draft Text	Revised Text
2-22	Likewise, overly permissive land use or development standards will not encourage net new growth if they result in an urban landscape that is unappealing, one-dimensional, discontinuous, or neglectful of established neighborhoods.	Likewise, overly permissive land use or development standards may result in an urban landscape that is unappealing, one-dimensional, discontinuous, or neglectful of established neighborhoods.
2-23	ED-1-a Monitor Trends. Conduct annual monitoring of economic trends in the economic base to identify emerging industries, new market opportunities, and the performance and mix of businesses in the city to allow the City to be proactive and adjust to market changes.	ED-1-a Monitor Trends. Conduct bi -annual monitoring of economic trends in the economic base to identify emerging industries, new market opportunities, and the performance and mix of businesses in the city to allow the City to be proactive and adjust to market changes.
2-23	ED-2-a Technical and Financial Support. Support efforts to provide technical and financial assistance for start-up businesses.	ED-2-a Technical and Financial Support. Support efforts that provide technical and financial assistance for start-up businesses.
2-23	ED-3-a Business Expansion and Attraction Program. Create, adopt, and implement programs to expand existing and attract new businesses. Commentary: <i>This program will focus on desirable businesses and industries that:</i>	ED-3-a Business Expansion and Attraction Program. Create, adopt, and implement programs to expand existing businesses and attract new businesses. Commentary: <i>This program will focus on desirable businesses and industries, which are those that:</i>
2-26	ED-3-b Marketing to Desired Businesses and Industries. ...Publicize local business success stories;	ED-3-b Marketing to Desired Businesses and Industries. ...Publicize local business success stories; and
2-26	ED-3-c Targeted Incentives Program. Create a list of incentives as part of a package to approach targeted industries and businesses in relocating to Fresno.	ED-3-c Targeted Incentives Program. Create a list of incentives as part of a package to approach targeted industries and businesses about relocating to Fresno.

Page	Draft Text	Revised Text
2-26	<p>ED-3-d Strategic Catalysts. Undertake strategic initiatives to attract new retail and commercial development in key locations:</p> <ul style="list-style-type: none"> • Promote catalyst projects at key locations to stimulate private investment; • Encourage quality retail and restaurant uses to locate near existing successes; and • Build on synergies that could occur between complementary businesses. <p>Commentary: <i>Initially the catalyst projects are likely to be in the Downtown, the Fulton Corridor and the Mixed-Use Centers shown on the Land Use Diagram (Figure LU-1). This will help spur infill development, which is one of the goals of the General Plan.</i></p>	<p>ED-3-d Strategic Catalysts. Undertake strategic initiatives to attract new retail and commercial development in key locations:</p> <ul style="list-style-type: none"> • Promote catalyst projects at key locations to stimulate private investment and revitalize existing neighborhoods in need of such projects; • Encourage quality retail and restaurant uses to locate near existing successes and in neighborhoods deficient in such uses; and • Build on synergies that could occur between complementary businesses. <p>Commentary: <i>Initially the catalyst projects are likely to be in the Downtown, the Fulton Corridor and the Mixed-Use Centers shown on the Land Use Diagram (Figure LU-1). This will help spur infill development and investment in Downtown, the surrounding historic neighborhoods, and along future BRT corridors, which is one of the goals of the General Plan. Furthermore, the City can continue to utilize incentive zones to help facilitate business development in needed areas.</i></p>
2-28		ED-4-e Access to Education and Training. Improve access to education and skills training by locating housing and employment opportunities near academic and vocational training facilities and programs.
2-28		ED-4-f Private-Public Partnerships. Support the use of private-public partnerships that bring together academic programs and employers through internships, mentoring, and outreach initiatives.
2-28	[ED-5] Commentary: <i>Fiscal sustainability will occur when (1) core services are funded, (2) all fund balances are positive, and (3) emergency and maintenance reserves and attained at least at minimally acceptable levels.</i>	[ED-5] Commentary: <i>Fiscal sustainability will occur when (1) core services are funded, (2) all fund balances are positive, and (3) emergency and maintenance reserves have attained at least minimally acceptable levels.</i>
2-28	ED-5-b Fair and Proportional Payments. Require new residential and commercial development that requires annexation to the City (not including County Islands) to pay its fair and proportional share of needed community improvements through impact fees, assessment districts, and other mechanisms. Approve new residential and commercial development projects that require annexation to the City (not including County Islands) only after making findings that all of the following conditions are met:	ED-5-b Fair and Proportional Payments. Require new residential and commercial development that requires annexation to the City to pay its fair and proportional share of needed community improvements through impact fees, assessment districts, and other mechanisms. Approve new residential and commercial development projects that require annexation to the City only after making findings that all of the following conditions are met:

Page	Draft Text	Revised Text
2-30	ED-5-e Fiscal Impact Analyses. Require fiscal impact analyses for development proposals requiring a General Plan amendment or annexation to assess citywide impacts and to identify any burden such projects might create for the City, any school districts, and other public agencies within the City's Sphere of Influence.	ED-5-e Fiscal Impact Analyses. Require fiscal impact analyses for development proposals requiring a General Plan amendment or annexation to assess citywide impacts and to identify any burden such projects might create for the City, any school districts, special districts , and other public agencies within the City's Sphere of Influence.
2-30		<i>Commentary: When preparing such measures for implementation, the City should explore the feasibility of a two-tiered system, in which larger projects must provide greater fiscal analysis than smaller projects.</i>
3-2	Plan build out calculations, both citywide and by subarea , are presented in the Introduction.	Plan Horizon and Buildout calculations are presented in the Introduction.
3-2	1 The commentary in italics following certain goals is not part of the goal itself, but is instead advisory language intended to further discuss and clarify the goal to help guide the objectives of this General Plan.	1 The commentary in italics following certain goals is not part of the goal itself, but is instead advisory language intended to further discuss and clarify the goal, and to help guide the objectives of this General Plan.
3-5	Urban form is what organizes the city, focuses growth, creates the best possible relationships between uses, provides services and mobility, and supports the way of life that is so important to Fresnoans.	Urban form is what organizes the city, focuses growth, creates the best possible relationships between uses, provides services and mobility, and supports a quality of life that is so important to Fresnoans.
3-6	The construction of this freeway loop system beyond SR 99, starting in the 1980s, had a devastating impact on Downtown Fresno and its surrounding neighborhoods.	The construction of this freeway loop system beyond State Route 99, starting in the 1980s, had a devastating impact on Downtown Fresno and its surrounding neighborhoods.
3-6	This can be done by creating a land use pattern and implementing policies that envision the revitalization of established neighborhoods and development of complete communities in growth areas, connected by multi-use corridors served by Bus Rapid Transit (BRT).	This can be done by creating a land use pattern and implementing policies that envision the revitalization of established neighborhoods and development of complete communities in growth areas, connected by multi-use corridors served by Bus Rapid Transit (BRT) and enhanced bus service.
3-6	The Urban Form, Land Use, and Design Element of the General Plan builds on the defining design components of Fresno and its infrastructure that have evolved over time. These include the street systems, block and lot patterns, natural features, settlement trends, and major building projects. These existing components of urban form can be appreciated for the opportunities offered to support a more urban and moderately higher density model of growth in the future.	Through the Urban Form, Land Use, and Design Element of the General Plan, there is opportunity to enhance existing infrastructure to support a more urban and moderately higher density model of growth in the future.

Page	Draft Text	Revised Text
3-6	This General Plan shifts emphasis from a city dominated by suburban growth to one that also shares increased urban development in the form of infill and rehabilitation within the current city limits , along with new Activity Centers with mixed-uses and neighborhoods in growth areas.	This General Plan shifts emphasis from a city dominated by suburban growth to one that also shares increased urban development in the form of infill and rehabilitation, along with new Activity Centers with mixed-uses and neighborhoods in growth areas.
3-7	Some of these Activity Centers are generally located on land along the first phase of the proposed BRT system.	Some of these Activity Centers are generally located on land along the first phase of the BRT system.
3-7	Later phases will extend this route to the SEDA east of Temperance Avenue.	Concurrently there will be enhanced bus service along Shaw Avenue.
3-7	The proposed second phase of BRT will include:	As demand necessitates, later phases of BRT may include:
3-7		<ul style="list-style-type: none"> • The California Avenue BRT corridor, which will connect Southwest Fresno from the area located between Hughes and Marks Avenues to Downtown; and
3-7	<ul style="list-style-type: none"> • The Shaw Avenue BRT corridor, which will support a new focused intensity and a West Shaw Transit Village proposed at Veterans Boulevard and Shaw Avenue west of State Route 99, extending south along Grantland Avenue to the Grantland Transit Village between Ashlan and Shields Avenues; and • The California Avenue BRT corridor, which will connect Southwest Fresno from a proposed Veteran's Community Transit Village at Hughes and Marks Avenues to Downtown. 	<ul style="list-style-type: none"> • The Shaw Avenue corridor, which will support the opportunity for focused intensity at the West Shaw Activity Center proposed at Veterans Boulevard and Shaw Avenue west of State Route 99, extending south along Grantland Avenue to the Grantland Transit Village between Ashlan and Shields Avenues.
3-7	These areas have traditionally been served by freeways, freight rail, and major streets, and are now additionally served by proposed BRT corridors with more intense land uses generating many new business and employment opportunities.	These areas have traditionally been served by freeways, freight rail, and major streets, and now will be additionally served by proposed BRT corridors with more intense land uses generating many new business and employment opportunities.
3-8	The Land Use section below addresses annexation policy.	The Land Use section addresses annexation policy.
3-9	[Conceptual urban form diagram deleted]	
3-9	Infill has many positive attributes compared with development on the urban fringe.	
3-9	Land Use policies listed here establish a more cohesive city environment with vibrant neighborhoods, BRT corridors, and Activity Centers that are implemented through increased infill development.	Land Use policies listed here establish a more cohesive city environment with vibrant neighborhoods, BRT corridors, and Activity Centers that are implemented through increased infill development. See Figure IM-1 (Chapter 12).
3-9	Infill incentives, priority areas, and project application process streamlining are the focus of the Infill Development Act (IDA) approved by the Fresno City Council on November 1, 2012 and the Fresno General Plan Implementation and Infill Finance Task Force (Task Force) Final Report prepared by the Task Force in October 2013 .	Infill incentives, priority areas, and project application process streamlining are the focus of the Infill Development Act (IDA) approved by the Fresno City Council on November 1, 2012 and the Fresno General Plan Implementation and Infill Finance Task Force (Task Force) Final Report prepared by the Task Force in late 2013 .

Page	Draft Text	Revised Text
3-12	UF-1-c Legible City Structure. Focus integrated and ongoing planning efforts to achieve an identifiable city structure, comprised of a concentration of buildings, people, and pedestrian-oriented activity in Downtown; along a small number of prominent east-west and north-south transit-oriented, mixed-use corridors with distinctive and strategically located Activity Centers; and in existing and new neighborhoods augmented with parks and connected by multi-purpose trails and tree lined bike lanes and streets.	UF-1-c Identifiable City Structure. Focus integrated and ongoing planning efforts to achieve an identifiable city structure, comprised of a concentration of buildings, people, and pedestrian-oriented activity in Downtown; along a small number of transit-oriented, mixed-use corridors and strategically located Activity Centers; and in existing and new neighborhoods augmented with parks and connected by multi-purpose trails and tree lined bike lanes and streets.
3-12	UF-1-d Range of Housing Types. Provide for diversity and variation of building types, densities, and designed scales of development in order to reinforce the identity of individual neighborhoods, foster a variety of market-based options for living and working, and further affordable housing opportunities throughout the city.	UF-1-d Range of Housing Types. Provide for diversity and variation of building types, densities, and scales of development in order to reinforce the identity of individual neighborhoods, foster a variety of market-based options for living and working to suit a large range of income levels , and further affordable housing opportunities throughout the city.
3-13	UF-1-f Complete Neighborhoods, Densities, and Development Standards. Use Complete Neighborhood design concepts, development standards, and project reviews outside the Downtown Planning Area to achieve the development of Complete Neighborhoods and the residential density targets of the General Plan.	UF-1-f Complete Neighborhoods, Densities, and Development Standards. Use Complete Neighborhood design concepts and , development standards to achieve the development of Complete Neighborhoods and the residential density targets of the General Plan.

Page	Draft Text	Revised Text
3-13	<p>An Objective of this General Plan is to plan for infill development.</p> <p>Infill is the development of new housing or other buildings on scattered vacant lots in a predominantly developed area or on new building parcels created by permitted lot splits. The State definition (California Public Resources Code Section 21061.3) for an infill site is as follows: "Infill site" means a site in an urbanized area that meets either of the following criteria:</p> <p>(a) The site has not been previously developed for urban uses and both of the following apply:</p> <p>(1) The site is immediately adjacent to parcels that are developed with qualified urban uses, or at least 75 percent of the perimeter of the site adjoins parcels that are developed with qualified urban uses, and the remaining 25 percent of the site adjoins parcels that have previously been developed for qualified urban uses.</p> <p>(2) No parcel within the site has been created within the past 10 years unless the parcel was created as a result of the plan of a redevelopment agency.</p> <p>(b) The site has been previously developed for qualified urban uses.</p>	<p>An Objective of this General Plan is to "Plan for infill development." The terms "infill area" and "infill development" are intended to be used interchangeably, and shall be defined consistent with the definition of "infill area" set forth in Objective UF-12.</p> <p>However, the City acknowledges that various statutes articulate alternative definitions for "infill." To the extent that the City must comply with those alternative statutory definitions, the definitions of "infill" contained within Public Resources Code 21061.3 and CEQA Guidelines 15332 may apply.</p>
3-13	The General Plan anticipates the Downtown Planning Area will be further refined through specific and community plans, such as the proposed Downtown Neighborhoods Community Plan (DNCP) and the Fulton Corridor Specific Plan (FCSP), and further implemented through updates to the Development Code for regulations specific to the Downtown Planning Area	The General Plan anticipates the Downtown Planning Area will be further refined through specific and community plans, such as the proposed DNCP and the FCSP, and further implemented through the adoption of a new Development Code for regulations specific to the Downtown Planning Area.
3-14	This new focus includes proposals for increased density and vibrant mixed-use centers that will emanate from the Downtown area along the Blackstone Avenue, Ventura Avenue-Kings Canyon Road, and California Avenue BRT transportation (described below), extending the reach of and connections with Downtown in all directions.	This new focus includes proposals for increased density and vibrant mixed-use centers that will emanate from the Downtown area along the Blackstone Avenue, Ventura Avenue-Kings Canyon Road, and California Avenue transportation corridors (described below), extending the reach of and connections with Downtown in all directions.
3-15	Blackstone Avenue is currently the most prominent major street corridor connecting the Downtown area to the northern residential areas of Fresno, including the major commercial centers concentrated between Herndon and Nees Avenues.	Blackstone Avenue is currently the most prominent major street corridor connecting the Downtown area to the northern areas of Fresno, including the major commercial centers concentrated between Herndon and Nees Avenues.
3-15	Ventura Avenue and Kings Canyon Road link the Downtown with the SEDA to the east.	Ventura Avenue and Kings Canyon Road link the Downtown with the Southeast Development Area (SEDA) to the east.

Page	Draft Text	Revised Text
3-16	Development in this corridor will involve a combination of infill, revitalization, and new construction on large, by-passed parcels.	Development in this corridor will involve a combination of infill, revitalization, and new construction on large, by-passed parcels. <i>Because of its proposed density, mix of uses, and connectivity, the area could also host a Park and Ride lot, especially near the SR 180/Clovis Avenue interchange.</i>
3-16	The Shaw Avenue Corridor will provide is the primary BRT corridor connecting Fresno and Clovis. The portion of the BRT in Fresno would extend along Shaw Avenue as far east as the intersection of State Route 168 and the California State University, Fresno, campus and as far west as the West Development Area located west of State Route 99.	The Shaw Avenue Corridor <i>will be served by enhanced bus service and is envisioned as</i> the primary <i>transit</i> corridor connecting Fresno and Clovis. This <i>enhanced service</i> in Fresno <i>will</i> extend along Shaw Avenue as far east as the intersection of State Route 168 and the California State University, Fresno, campus and as far west as the West Development Area located west of State Route 99.
3-17	California Avenue and West Shaw Avenue Corridors	California Avenue and West Shaw Avenue <i>Future Transit</i> Corridors
3-17	[UF-12] Commentary: <i>The Planning Director will provide an annual report to City Council, and prepare prepare, every five years, an updated plan for achieving this goal, with recommended appropriate policy amendments and also new implementation strategies necessary to meet this goal by 2035. See the Implementation Element for additional implementation strategies for this objective.</i>	[UF-12] Commentary: <i>The Planning Director will provide an annual report describing the City's compliance with the Plan and progress toward meeting the goals and objectives to City Council, and prepare, every five years, an updated plan for achieving this goal, with recommended appropriate policy amendments and also new implementation strategies necessary to meet this goal by 2035. <i>The rate of progress toward meeting this goal is not expected to occur in a linear or "one-to-one" pattern. Development in infill areas versus growth areas may progress in an uneven pattern, depending upon the schedule of relevant key incentive programs (such as those related to BRT) and the impact of market forces. However, the City expects to make steady progress toward all the goals and objectives and anticipates meeting them at or near the close of General Plan Horizon in 2035. See the Implementation Element for additional implementation strategies for this objective.</i></i>
3-18	[UF-12-b commentary] Near the mixed-use central area of the Activity Center, there are typically higher residential densities, typically 15 to 45 dwelling units per gross acre, but away from the center of the Activity Center, uses become predominantly residential at lower densities.	Near the mixed-use central area of the Activity Center, there are typically higher residential densities, typically 15 to 45 dwelling units per acre, but away from the center of the Activity Center, uses become predominantly residential at lower densities.
3-19	UF-12-f Mixed-Use in Activity Centers. Update the Development Code to include use regulations and standards to allow for mixed-uses and shared parking facilities, including multi-story and underground parking facilities, within Activity Centers.	UF-12-f Mixed-Use in Activity Centers. <i>Adopt a new</i> Development Code <i>which</i> includes use regulations and standards to allow for mixed-uses and shared parking facilities.

Page	Draft Text	Revised Text
3-19	3.4 DEVELOPMENT AREAS	3.1 Development Areas 4 [footnote added] 4 Development Area descriptions, densities, illustrative diagrams, land uses, circulation network, etc., are based on the August 9, 2012 Land Use Diagram Draft Figure 2 of the Initiation Draft.
3-19	Future Concept Plans will achieve the optimum benefits of designing new neighborhoods as Complete Neighborhoods.	Concept Plans will achieve the optimum benefits of designing new neighborhoods as Complete Neighborhoods.
3-20	The General Plan aims to achieve efficient, attractive, and resilient development in the Development Areas through the implementation of Complete Neighborhoods. These areas will be designed with connectivity in mind, and also provide much the same lifestyle that is valued in Fresno's older, established neighborhoods. Some key attributes of Concept Plans are described immediately below.	The General Plan aims to achieve efficient, attractive, and resilient development in the Development Areas through the implementation of Complete Neighborhoods. Some key attributes of Concept Plans are described below.
3-20	• Much of the Development Areas implementation will involve coordination between new growth areas and existing development that includes subdivisions, some of which were built many years ago.	• Much of the implementation will involve coordinating a harmonious integration of new growth areas and existing development.
3-20	• Subdivision and proposed commercial developments should depict how the project may impact surrounding properties, including street connectivity, as well as how street connectivity will be achieved within the Concept Plan area.	• Subdivision and proposed commercial developments should depict how the project may impact surrounding properties, including how street connectivity will be achieved within the Concept Plan area.
3-20	• Concept Plan should envision parks, and in some cases a school, located at the center, with medium-high and urban residential density multiple-family and townhome development clustered around the park and school, and predominantly medium-density residential development with a mix of housing types beyond the core.	• Concept Plans should envision parks, and in some cases a school, with a variety of densities clustered around the park and school, and predominantly medium-density residential development with a mix of housing types beyond the core.
3-20	[5th bullet point under Concept Planning] • Concept Plans may include park and school locations.	
3-20	New neighborhoods will be integrated with the urbanized areas of Fresno to the east through the connections afforded by roadways and BRT corridors.	New neighborhoods will be integrated with the urbanized areas of Fresno to the east through the connections afforded by roadways and future BRT corridors.
3-20	The Shaw Avenue Corridor from State Route 99 to the Grantland Avenue intersection will be developed as a mixed-use corridor that is supported by BRT and includes high density and urban neighborhood residential components, along with retail, employment and civic uses.	The Shaw Avenue Corridor from State Route 99 to the Grantland Avenue intersection is envisioned to be developed as a mixed-use corridor supported by enhanced transit service, which includes high density and urban neighborhood residential components, along with retail, employment and civic uses.

Page	Draft Text	Revised Text
3-21	As a southern extension of the BRT system from the West Shaw Corridor, another mixed-use transit-oriented center is proposed to be developed along the east side of Grantland Avenue between Ashlan and Shields Avenues, as part of the proposed Grantland-East Communities.	A mixed-use transit-oriented center is contemplated along the east side of Grantland Avenue between Ashlan and Shields Avenues, as part of the proposed Grantland-East Communities.
3-21	Of the 12 quarter sections (160 acres per section, generally formed by the half-grid of major streets) within the Grantland-East Communities boundary, the nine sections south of Ashlan Avenue will develop around a design concept using quarter-mile streets.	Of the 12 quarter sections (160 acres per section, generally formed by the half-grid of major streets) within the Grantland-East Communities boundary, the nine sections south of Ashlan Avenue will develop via concept plans.
3-23	The Veteran's Community Transit Village will be centered by a community park next to the Veteran's Home Complex located on the Southeast corner of Marks and California Avenues. A 20-acre community shopping area is proposed north of the park, between Hughes and Marks Avenues along California Avenue. This Village will include high density and urban neighborhood residential density around the core with Complete Neighborhoods to the north, south, and east. Veteran's Community Transit Village will anchor the western terminus of the California Avenue Corridor and BRT system, supplying a unique and desirable destination and urban living environment in southwest Fresno.	The Veteran's Community Activity Center will be centered by a community park next to the Veteran's Home Complex located on the Southeast corner of Marks and California Avenues. This area is envisioned as a high density and urban neighborhood residential density around the core with Complete Neighborhoods to the north, south, and east. The Veteran's Community Activity Center will anchor the western terminus of the California Avenue Transportation Corridor system, supplying a unique and desirable destination and urban living environment in southwest Fresno.
3-23	In addition to the California Avenue Corridor and Veteran's Community Transit Village, one other focus area is the Southwest Neighborhoods, which is generally bounded by Church, Marks, North, and Elm Avenues. New medium and medium low density neighborhoods adjoining existing residential areas are designed with Connector Roads, centered by parks, multi-family, townhomes, and in some cases, schools to form a network of Complete Neighborhoods, as is proposed in other Development Areas. Neighborhood shopping centers are located to serve these new clusters of neighborhoods.	In addition to the California Avenue Corridor and Veteran's Community Activity Center, one other focus area is the Southwest Neighborhoods, which is generally bounded by Church, Marks, North, and Elm Avenues. New medium and medium low density neighborhoods adjoining existing residential areas are designed with local streets, centered by parks, multi-family, townhomes, and in some cases, schools to form a network of Complete Neighborhoods, as is proposed in other Development Areas. Neighborhood shopping centers are located to serve these new clusters of neighborhoods.
3-23	Martin Luther King Boulevard (MLK) Village	Martin Luther King Boulevard (MLK) Activity Center
3-25	These areas will require additional planning, such as a Specific Plan and/or concept planning over the buildout of SEDA in conformance with the City-County MOU for development of this area.	These areas will require additional planning, such as a Specific Plan and/or concept planning in conformance with the City-County MOU for development of this area.

Page	Draft Text	Revised Text
3-26	This Development Area would be characterized by a regional center designated as Regional Mixed Use, three community centers designated as Corridor/Center Mixed Use, and fourteen neighborhood centers designated as Public Facilities – Neighborhood Center.	This subarea would be characterized by a regional center designated as Regional Mixed Use, three community centers designated as Corridor/Center Mixed Use, and fourteen neighborhood centers designated as Public Facilities – Neighborhood Center.
3-26	The Peach-Jensen Avenues Neighborhood area , generally bounded by Peach, Jensen, Minnewawa, and North Avenues, is deemed appropriate for long-term residential uses.	The Peach-Jensen Avenues Neighborhood subarea , generally bounded by Peach, Jensen, Minnewawa, and North Avenues, is deemed appropriate for long-term residential uses.
3-26	Primarily a residential area, the area would be served with Connector Roads , park and recreational trails, and multi-family townhomes, and it will be filled-out by medium density residential to conform with adjacent centers.	Primarily a residential area, the area would be served with local streets , park and recreational trails, and multi-family townhomes, and it will be filled-out by medium density residential to conform with adjacent centers.
3-26	South SEDA (below Jensen Avenue)	South SEDA (South of Jensen Avenue)
3-26	[UF-13] Commentary: <i>The Planning Director will provide an annual report to City Council and every five years prepare an updated plan for achieving this goal, with recommended appropriate policy amendments and also new implementation strategies necessary to meet this goal by 2035. See the Implementation Element for additional implementation strategies for this objective.</i>	[UF-13] Commentary: <i>The Planning Director will provide an annual report describing the City's compliance with the Plan and progress toward meeting the goals and objectives to City Council and every five years prepare an updated plan for achieving this goal, with recommended appropriate policy amendments and also new implementation strategies necessary to meet this goal by 2035. The rate of progress toward meeting this goal is not expected to occur in a linear or "one-to-one" pattern. Development in infill areas versus growth areas may progress in an uneven pattern, depending upon the schedule of relevant key incentive programs (such as those related to BRT) and the impact of market forces. However, the City expects to make steady progress toward all the goals and objectives and anticipates meeting them at or near the close of General Plan Horizon in 2035. See the Implementation Element for additional implementation strategies for this objective.</i>
3-28	[UF-13-a] Commentary: <i>The General Plan requirements and regulations will be further defined through Specific Plans, neighborhood plans and Concept Plan to coordinate more discreet land use and transportation design integration and intensity with necessary public facilities, maintenance, and services financing for Development Areas following General Plan adoption.</i>	[UF-13-a] Commentary: <i>The General Plan requirements and regulations will be further defined through Specific Plans, neighborhood plans and Concept Plans to coordinate more discreet land use and transportation design integration and intensity with necessary public facilities, maintenance, and services financing for Development Areas following General Plan adoption and the subsequent adoption of a new Development Code.</i>

Page	Draft Text	Revised Text
3-28		<i>Commentary. Multi-modal connectivity creates the opportunity for people to travel through a variety of modes of transportation, including biking, walking, driving, and using public transit.</i>
3-29		<i>[Block Length] Commentary: When preparing such standards the City should assess the desirability of varying maximum block length requirements between single family residential, multi-family residential, mixed use, and commercial districts.</i>
3-36	The General Plan calculates density on net acreage, defined as the land area of a lot remaining after dedication of all areas for major streets, schools, or regional trails. As a result, infill development already served by such infrastructure may have the same gross and net density.	The General Plan calculates density on net acreage, defined as the land area of a lot remaining after dedication of all areas for major streets, schools, regional trails, certified wetlands or floodplains, and land underneath electric transmission lines.
3-36	Minimum and maximum densities, intensities, and required land use mixes will be more precisely defined within the Development Code for purposes of determining the consistency of a proposed zone district and a property development entitlement with an applicable land use designation. The Development Code will also provide a process and criteria to allow exceptions to be granted for qualified small projects, special situations or single users offering community benefits and otherwise meeting the overall objectives of the General Plan.	Minimum and maximum densities, intensities, and required land use mixes will be more precisely defined within the Development Code for purposes of determining the consistency of a proposed zone district and a property development entitlement with an applicable land use designation.
3-37		[Footnote 1 to Table 3-1] 1. Based on Net Acreage.
3-37		[Footnote 3 to Table 3-1] 3. Additional density may be allowed for affordable housing or provision of community benefits (pursuant to California Government Code Sections 65915 – 65918, as may be amended).
3-38	[Table 3-2] CBD (Central Business District)	[Table 3-2] Central Business District (CBD)
3-38	[Footnote 1 to Table 3-2 change to 2] 1. Additional density may be allowed for affordable housing or provision of community benefits.	[Footnote 2 to Table 3-2] 2. Additional density may be allowed for affordable housing or provision of community benefits (pursuant to California Government Code Sections 65915 – 65918, as may be amended).
3-38		[Footnote 1 to Table 3-2] Based on Net Acreage.
3-38		[Footnote 3 to Table 3-2] Maximum density in CBD provided for capacity analysis and is considered an average for the district. Industrial projects may be allowed to exceed this density.

Page	Draft Text	Revised Text
3-39	This land use accommodates densities from 12 to 16 units per acre overall. However, individual parcels may have densities outside of that range so long as the overall neighborhood density conforms to the average density of 12 to 16 units per acre.	This land use accommodates densities from 12 to 16 units per acre overall.
3-40	Commercial land use designations allow a wide range of retail and service establishments intended to serve local and regional needs. Only mixed-use designations allow residential with a commercial component.	Commercial land use designations allow a wide range of retail and service establishments intended to serve local and regional needs.
3-40	This designation promotes primarily one to two story retail uses, with moderate office and minimal multi-family as supportive uses.	This designation promotes primarily one to two story retail uses.
3-41	The Business Park designation provides for office/business parks in campus-like settings that is well suited for large offices or multi-tenant buildings.	The Business Park designation provides for office/business parks in campus-like settings that are well suited for large offices or multi-tenant buildings.
3-42	[Footnote 5] The General Plan is long-term in nature, and recognizes the importance of providing for an orderly evolution of existing, legal non-conforming uses during the planning period in a manner that acknowledges their current economic contributions while providing for a full transition into conforming uses consistent with applicable land use designations within the planning horizon of this update. The General Plan anticipates the Development Code will be updated to provide for the orderly transition of existing, legal non-conforming uses on the BRT Corridors to conforming uses by 2035. As a result, a residential or other mixed-use component may not be immediately required for existing, legal non-conforming uses or buildings within the BRT Corridors, but will ultimately be fully transitioned to these uses by horizon year buildout.	The General Plan is long-term in nature, and recognizes the importance of providing for an orderly evolution of existing, legal non-conforming uses during the planning period in a manner that acknowledges their current economic contributions while providing for a transition into conforming uses consistent with applicable land use designations.
3-42	The Neighborhood Mixed-Use designation is similar to the Main Street and Community Commercial land use designations; however, it allows a minimum of 50 percent residential uses, whereas the commercial districts do not allow residential uses. This designation provides for mixed-use districts of local-serving, pedestrian-oriented commercial development, such as convenience shopping and professional offices in two- to three-story buildings.	This designation allows a minimum of 50 percent residential uses and provides for mixed-use districts of local-serving, pedestrian-oriented commercial development, such as convenience shopping and professional offices in two- to three-story buildings.
3-45	Buildings will be occupied with ground floor commercial, retail, and office activity to support active streetscapes and walking.	Buildings will be occupied with ground floor commercial, retail, multi-family housing , and office activity to support active streetscapes and walking.

Page	Draft Text	Revised Text
3-46	This designation is applied to the areas immediately to south of the Central Business District, including the Monterey and Los Angeles Street areas.	This designation is applied to the areas immediately to south of the Central Business District, including the Monterey and Los Angeles Street areas.
3-47	These areas include the Lowell neighborhood; much of the southwest and Southeast neighborhoods; the "L" Street area and the Huntington Boulevard area east of Downtown Core; the Jefferson Neighborhood; areas south of Elm and B Streets in southwest; several Southeast neighborhoods adjacent to State Route 180; and areas west of State Route 99, including the Jane Addams area.	These areas include the Lowell neighborhood; much of the southwest and southeast neighborhoods; the L Street area and the Huntington Boulevard area east of Downtown Core; the Jefferson Neighborhood; areas south of Elm and B Streets in southwest; several southeast neighborhoods adjacent to State Route 180; and areas west of State Route 99, including the Jane Addams area.
3-48	Included in the Special Districts designation are General Industrial (1 & 2); Chandler Airport between Kearney Boulevard, and Thorne Avenue and Whitesbridge Road; and Downtown Hospital that includes the hospital campus and surrounding streets such as Fresno Street, Illinois Avenue, Clark Street, and Divisadero Street.	Included in the Special Districts designation are General Industrial (1 & 2); Fresno Chandler Executive Airport between Kearney Boulevard, and Thorne Avenue and Whitesbridge Road; and Downtown Hospital that includes the hospital campus and surrounding streets with Diana Street / railroad tracks on the west and south, McKenzie Avenue on the north and Fresno Street on the east and south.
3-50	As specified by Policy LU-1-g, this General Plan promotes the principle that the SOI not be expanded for residential or retail commercial uses before the City achieves build out of the SOI planning boundary existing on December 31, 2012. The residential densities and non-residential intensities set by the General Plan will allow projected population and job growth through 2035 and beyond to be accommodated within the current SOI.	As specified by Policy LU-1-g, this General Plan promotes the principle that the SOI not be expanded.
3-51	11. Enhance the economic vitality of the Region ; and	11. Enhance the economic vitality of the region ; and
3-51	Support actions that encourage environmental resource management.	12. Support actions that encourage environmental resource management.
3-51	The City of Fresno also seeks to develop a sub -regional cooperative planning and development strategy with all the city, county, and special district jurisdictions in Fresno, Madera, Tulare, and Kings counties in order to better achieve increased air quality, lower greenhouse gas emissions, farmland preservation, water and energy conservation, increased regional transportation infrastructure and economic development, and sustainable fiscal resource and mutual quality-of-life goals in the region.	The City of Fresno also seeks to develop a regional cooperative planning and development strategy with all the city, county, and special district jurisdictions in Fresno, Madera, Tulare, and Kings counties in order to better achieve increased air quality, lower greenhouse gas emissions, farmland preservation, water and energy conservation, increased regional transportation infrastructure and economic development, and sustainable fiscal resource and mutual quality-of-life goals in the region.

Page	Draft Text	Revised Text
3-51	[LU-1-a] Commentary: See the Implementation Element for details on the Infill Development Strategy and the incentives that will be offered for qualifying development.	
3-52	Consider updates to the Fresno Municipal Code to provide for the orderly transition of existing, legal non-conforming uses on the BRT Corridors to conforming uses by 2035.	Implement updates to the Fresno Municipal Code to provide for the orderly transition of existing, legal non-conforming uses on the BRT Corridors.
3-52	The General Plan recognizes the importance of providing for an orderly evolution of existing, legal non-conforming uses in a manner that acknowledges their current economic contributions while providing for a full transition into conforming uses consistent with applicable land use designations within the planning horizon of this update.	The General Plan recognizes the importance of providing for an orderly evolution of existing, legal non-conforming uses in a manner that acknowledges their current economic contributions while providing for a full transition into conforming uses consistent with applicable land use designations.
3-52	LU-1-e Annexation Requirements. Consider implementing policies and requirements that achieve annexations to the City that conform to the General Plan Land Use Designations and open space and park system, and are revenue neutral and cover all costs for public infrastructure, public facilities, and public services on an ongoing basis.	LU-1-e Annexation Requirements. Adopt implementing policies and requirements that achieve annexations to the City that conform to the General Plan Land Use Designations and open space and park system, and are revenue neutral and cover all costs for public infrastructure, public facilities, and public services on an ongoing basis consistent with the requirements of ED-5-b.
3-53	[LU-1-e] Commentary: <i>If initiated directly with LAFCO without application by the City, the City is likely to oppose the proposed annexation unless it is consistent with the General Plan and the sequence of development discussed in the Implementation Element.</i>	[LU-1-e] Commentary: <i>If initiated directly with LAFCO without application by the City, the City is likely to oppose the proposed annexation unless it is consistent with the General Plan and the sequence of development discussed in the Implementation Element.</i> <i>Regarding Disadvantaged Unincorporated Communities, the City will work the community, if there is wide support for annexation, to coordinate terms to initiate and support the annexation process.</i>
3-53	LU-2-b Infill Development for Affordable Housing. Consider a priority infill incentive program for residential infill development of existing vacant lots and underutilized sites within the City as a strategy to help to meet the affordable housing needs of the community.	LU-2-b Infill Development for Affordable Housing. Establish a priority infill incentive program for residential infill development of existing vacant lots and underutilized sites within the City as a strategy to help to meet the affordable housing needs of the community.
3-54	LU-2-e Neighborhood Preservation. Incorporate standards in the Development Code to preserve the existing small-scale residential quality of older neighborhoods.	LU-2-e Neighborhood Preservation. Incorporate standards in the Development Code to preserve the existing residential quality of established neighborhoods.
3-56	LU-5-c Medium Density Residential Uses. Promote medium density residential uses to maximize efficient use and affordability of residential property through a wide range of densities.	LU-5-c Medium Density Residential Uses. Promote medium density residential uses to maximize efficient use of residential property through a wide range of densities.

Page	Draft Text	Revised Text
3-56	LU-5-e Urban Neighborhood Residential Uses. Promote urban neighborhood residential uses to support compact communities and Complete Neighborhoods that include community facilities, walkable access to parkland and commercial services, affordable housing and transit stops.	LU-5-e Urban Neighborhood Residential Uses. Promote urban neighborhood residential uses to support compact communities and Complete Neighborhoods that include community facilities, walkable access to parkland and commercial services, and transit stops.
3-56	LU-5-f High Density Residential Uses. Promote high-density residential uses to support Activity Centers and BRT Corridors, affordable housing , and walkable access to transit stops.	LU-5-f High Density Residential Uses. Promote high-density residential uses to support Activity Centers and BRT Corridors, and walkable access to transit stops.
	LU-5-i Housing for Older Adults. Facilitate the development of older adults housing projects that are accessible to public transportation and services.	LU-5-i Housing for Seniors. Facilitate the development of senior housing projects that are accessible to public transportation and services.
3-56		LU-5-j Campus-Centered Communities. Encourage development of campus-centered communities by focusing growth around existing and planned academic facilities and by directing infrastructure to those areas.
3-58	• Facilitate office uses in conjunction with, and adjacent to, institutions and employment centers.	• Facilitate office uses in conjunction with, and adjacent to, institutions and employment centers; and .
3-58	[LU-6-d] • Neighborhoods will be anchored by community commercial centers with a mix of uses that meet the area's needs and create a sense of place.	[LU-6-d] • Neighborhoods can be anchored by community commercial centers with a mix of uses that meet the area's needs and create a sense of place; and
3-61	Primacy of Downtown. Maintain the Downtown mixed-use areas as the Primary Activity Center within the city with the tallest buildings to enhance its profile and visibility.	LU-1-a Primacy of Downtown. Maintain the Downtown mixed-use areas as the Primary Activity Center within the city with the tallest buildings to enhance its profile and visibility. Commentary: <i>Activity Centers outside of Downtown may include, but not be limited to, the vicinity of Woodward Park and the Blackstone Avenue, Kings Canyon Avenue, and Shaw Avenue corridors.</i>

Page	Draft Text	Revised Text
3-62	<p>LU-11-a Regional Programs. Promote cooperative efforts with the County of Fresno, County of Madera, the City of Clovis and other cities or special districts to:</p> <ul style="list-style-type: none"> • Coordinate resource management programs to avoid overlap and duplication of effort; • Develop a regional justice system program to meet future needs of the justice system, both adult and juvenile, including the judicial system and law enforcement; • Develop a regional public health program to meet future needs including community, environmental and mental health services; and • Develop a regional program to meet future library, recreational and social service needs of the region. 	<p>LU-11-a Regional Programs. Coordinate with the County of Fresno, County of Madera, the City of Clovis and other cities or special districts to:</p> <ul style="list-style-type: none"> • Promote resource management programs to avoid overlap and duplication of effort; • Promote the development of a regional justice system program to meet future needs of the justice system, both adult and juvenile, including the judicial system and law enforcement; • Promote the development of a regional public health program to meet future needs including community, environmental and mental health services; and • Promote the development of a regional program to meet future library, recreational and social service needs of the region.
3-63	Many buildings in Fresno are conservative in design, with some exceptions, such as the City Hall and the Iron Bird Lofts .	Many buildings in Fresno are conservative in design, with some exceptions, such as the City Hall and the Robert E. Coyle Federal Building .
3-64	D-1-a Direct Access to Units. Require all new multifamily residential development along BRT and other transit or pedestrian-oriented streets (Collector, Connector and Local), including high-rise, townhomes or other units, to provide direct pedestrian street access and to promote walkable connectivity, individualization, family-friendly development, identity, and street safety to the maximum extent reasonably feasible.	D-1-a Direct Access to Units. Require all new multi-family residential development along BRT and other transit or pedestrian-oriented streets (Collector and Local), including high-rise, townhomes or other units, to provide direct pedestrian street access and to promote walkable connectivity, individualization, family-friendly development, identity, and street safety to the maximum extent reasonably feasible.
3-65	[D-1-I Commentary] <i>This may done by including unique designs and materials, such as glass, articulated masonry, murals or landscaping setbacks.</i>	[D-1-I Commentary] <i>This may be accomplished by including unique designs and materials, such as glass, articulated masonry, murals or landscaping setbacks.</i>
3-66	[D-3-a] Strive to achieve coherent linkages between public and private spaces, prioritizing tree planting along tree-deficient Arterial and Collector Roadways in neighborhoods characterized by lower per capita rates of vehicle ownership.	[D-3-a] Strive to achieve coherent linkages between public and private spaces, prioritizing tree planting along tree-deficient Arterial Roadways in neighborhoods characterized by lower per capita rates of vehicle ownership.
3-67	D-4-a Design Review for Large Buildings. Consider adopting and implementing a streamlined design review process of new construction and visible exterior alterations of large and significant multi-family, mixed-use and non-residential buildings and developments.	D-4-a Design Review for Large Buildings. Consider adopting and implementing a streamlined design review process for new construction and visible exterior alterations of large and significant multi-family, mixed-use and non-residential developments.

Page	Draft Text	Revised Text
3-71		D-7-b Consider preparing new community, neighborhood, and/or Specific Plans for neighborhoods and locations that were covered by repealed plans. <i>Commentary: The City will work with community members in the preparation of new community, neighborhood, and/or Specific Plans after the adoption of the General Plan.</i>
4-5	A well-connected street system, with many intersections and relatively short blocks, also offers a choice of routes and enables more direct connections. At the neighborhood scale a street grid facilitates walking, as convenience and direct routes are very important to pedestrians.	A well-connected street system offers a choice of routes and enables more direct connections. At the neighborhood scale a street grid facilitates walking, as convenience and direct routes are very important to pedestrians.
4-6	As of February 2014, FYI has connectivity to 242 domestic destinations and 74 international destinations across all seven continents - with just one connection.	As of February 2014, FYI has connectivity to 242 domestic destinations and 74 international destinations across all seven continents - through just one connecting flight.
4-8	This urban freeway system has shortened commute times from the northern areas of the city and Clovis, and to the east for bedroom communities such as Sanger and foothill communities, thus supporting the continued spread of urbanization onto productive agricultural land, increasing commute lengths, and vehicle miles travelled each day to and from work.	This urban freeway system has shortened commute times from the northern areas of the city and Clovis, and to the east for bedroom communities and foothill communities, thus supporting the continued spread of urbanization onto productive agricultural land, increasing commute lengths, and vehicle miles travelled each day to and from work.
4-8	The planned roadway system focuses primarily upon roadways, which includes the Expressway, Superarterial, Arterial, and Collector, Streets.	The planned roadway system focuses primarily upon roadways, which includes the Expressway, Superarterial, Arterial, and Collector Streets.
4-9	Connector: Two- to three-lane undivided roadways planned to provide access to larger, well integrated neighborhoods typically 40 to 160 acres in size and generally having a range of residential densities and one or more supporting uses, such as neighborhood serving recreational open space, school, civic, quasi-public and shopping.	
4-10		Drive: A street that in addition to its transportation function provides opportunities for the enjoyment of natural and man-made scenic resources. The aesthetic values of scenic drives may be protected.
4-11	[Figure MT-1 Title] Figure MT-1: Circulation	[Figure MT-1 Title] Figure MT-1: Major Street Circulation Diagram
4-12	[Table 4-1 Row 6] Connector 2 to 3 Possible (or Trail) Sidewalks Yes No	

Page	Draft Text	Revised Text
4-13	Congestion, even gridlock , especially if only for short periods of time, can be more desirable and fiscally prudent compared to the impacts of the facility improvements. As such , congestion incentivizes the use of transit or other modes of transportation that more efficiently move people, save tax dollars, and are better for local air quality.	Congestion, especially if only for short periods of time, can be more fiscally prudent compared to the costs and impacts of facility improvements and maintenance that at the same time may contribute to an overbuilt system . Additionally , congestion can incentivize the use of transit or other modes of transportation that more efficiently move people, save tax dollars, and are better for local air quality.
4-16	Although the BMP is a separate document and not part of this Plan, the General Plan recognizes that the BMP identifies more facilities and programs than discussed in the General Plan. As shown in Figure MT-2: Paths and Trails, the General Plan supports the BMP's aspirations for a comprehensive bicycle and pedestrian facilities network consisting of sidewalks, lanes, paths and trails, and it identifies implementation strategies to achieve that vision . The BMP identifies more detailed implementation strategies with cost estimates and prospective funding sources, evaluates priorities of prospective improvements, and identifies a complete inventory of both short-and long-range bicycle improvements.	Although the BMP is a separate document and not part of this Plan, the General Plan supports the BMP's aspirations for a comprehensive bicycle and pedestrian facilities network consisting of sidewalks, lanes, paths and trails while recognizing that the BMP identifies more facilities and programs than discussed in the General Plan. The BMP also identifies more detailed implementation strategies with cost estimates and prospective funding sources, evaluates priorities of prospective improvements, and identifies a complete inventory of both short-and long-range bicycle improvements.
4-20	These areas might include arboretum corridors, main street commercial; mixed use centers or corridors; transit corridors; and areas around schools, following a safer routes to school model, which is addressed in the Healthy Communities Element.	These areas might include arboretum corridors, Main Street commercial; mixed-use centers or corridors; transit corridors; and areas around schools, following a safe routes to school model, which is addressed in the Healthy Communities Element; and
4-22	A demand-respon si ve service, Handy Ride, provides transportation for older adults and persons with disabilities.	A demand-response service, Handy Ride, provides transportation for older adults and persons with disabilities
4-23	This system is presently in the design stage with a planned implementation anticipated over the next two to three years (2014-2017) .	This system is presently in the design stage with a planned implementation anticipated over the next few years .
4-24	The Fresno General Plan Land Use Diagram (Figure LU-1) designates mixed-use, multi-family residential uses, and Activity Centers along the BRT routes.	The Fresno General Plan Land Use Diagram (Figure LU-1) designates mixed-use, multi-family residential uses, and Activity Centers along the BRT routes. In addition, Shaw Ave. will be served by enhanced bus service while BRT is envisioned on California Ave. as part of the second phase .
4-24	While detailed planning has not yet occurred for the HST station, the City is examining and proposing to accommodate the access and space requirements and the potential effects upon surrounding properties and land uses through community and Specific plans in the Downtown Planning Area and a HST Station Area Master Plan.	While detailed planning has not yet occurred for the HST station, the City is examining and proposing to accommodate the access and space requirements and the potential effects upon surrounding properties and land uses through community and Specific Plans in the Downtown Planning Area and a HST Station Area Master Plan.
4-26	MT-1-d Integrated Land Use and Transportation Planning.	MT-1-d Integrate Land Use and Transportation Planning.

Page	Draft Text	Revised Text
4-26	MT-1-f Matching Travel Demand with Transportation Facilities.	MT-1-f Match Travel Demand with Transportation Facilities.
4-27	MT-1-g Complete Streets Concept Implementation. Provide transportation facilities based upon a Complete Streets concept that facilitates the balanced use of all viable travel modes (pedestrians, bicyclists, motorists , and transit users), meeting the transportation needs of all ages and abilities and providing mobility for a variety of trip purposes, while also supporting other City goals.	MT-1-g Complete Streets Concept Implementation. Provide transportation facilities based upon a Complete Streets concept that facilitates the balanced use of all viable travel modes (pedestrians, bicyclists, motor vehicle , and transit users), meeting the transportation needs of all ages, income groups , and abilities and providing mobility for a variety of trip purposes, while also supporting other City goals.
4-27	Encourage conversion of one-way streets to two-way streets to improve location circulation, access, and safety;	Encouraging conversion of one-way streets to two-way streets to improve location circulation, access, and safety;
4-27	MT-1-h Update Standards for Complete Streets. Update the City's Engineering and Street Design Standards to ensure that roadway and streetscape design specifications reflect the Complete Streets concept, while also addressing the needs of through traffic, transit stops, bus turnouts, passenger loading needs, bike lanes, and short- and long-term parking.	MT-1-h Update Standards for Complete Streets. Update the City's Engineering and Street Design Standards to ensure that roadway and streetscape design specifications reflect the Complete Streets concept, while also addressing the needs of through traffic, transit stops, bus turnouts, passenger loading needs, bike lanes, pedestrian accommodation , and short- and long-term parking.
4-28	MT-1-l Level of Service in the Downtown Area. Within the Downtown Planning Area accept vehicle LOS F conditions during peak hours for street segments and intersections specified in community and Specific plans as may be adopted by the City.	MT-1-l Level of Service in the Downtown Area. Within the Downtown Planning Area accept vehicle LOS F conditions during peak hours for street segments and intersections specified in community and Specific Plans as may be adopted by the City.
4-28	MT-1-m Standards for MT-1-m Standards for Planned Bus Rapid Transit Corridors and Activity Centers. Strive to maintain the following vehicle LOS standards on major roadway segments and intersections along Bus Rapid Transit Corridors and in Activity Centers:	MT-1-m Standards for MT-1-m Standards for Planned Bus Rapid Transit Corridors and Activity Centers. Independent of the Traffic Impact Zones identified in MT-2-i and Figure MT-4, strive to maintain the following vehicle LOS standards on major roadway segments and intersections along Bus Rapid Transit Corridors and in Activity Centers:
4-35	MT-2-l Region-wide Transportation Impact Fees.	MT-2-l Region-Wide Transportation Impact Fees.

Page	Draft Text	Revised Text
4-38	<p>MT-5-b Sidewalk Requirements. Assure adequate access for pedestrian and people with disabilities in new residential developments, with sidewalks on both sides of public streets and private streets or drives within residential planned developments.</p> <p>o Sidewalks will be separated from the adjacent street with continuous curbing, landscape strips, or other barrier(s) approved by the City.</p> <p>o Sidewalks will be located on both sides of all private streets in residential subdivisions. Private sidewalks must conform to City standards for public sidewalks. However, as an alternative to constructing sidewalks on both sides of the private street, a pedestrian access plan may be approved with on-site pedestrian paths throughout the subdivision. The access plan must connect all residences to common buildings, facilities, amenities, and other residences, in a manner that minimizes out-of-direction travel, connects to public sidewalks abutting the subdivision, and also provides access to adjacent schools, parks and other public or private community amenities.</p> <p>o All pedestrian walks must be accessible routes, as defined by the California Building Code, and constructed in accordance with the Americans with Disabilities Act.</p>	<p>MT-5-b Sidewalk Requirements. Assure adequate access for pedestrians and people with disabilities per adopted City policies, consistent with the California Building Code and the Americans with Disabilities Act.</p>
4-40	<p>MT-6-g Path and Trail Development in Subdivisions. Require all subdivision maps to incorporate planned multi-purpose path and trail development standards and corridor linkages consistent with the General Plan, applicable law and case-by-case determinations as a condition of tentative map approval.</p>	<p>MT-6-g Path and Trail Development. Require all projects to incorporate planned multi-purpose path and trail development standards and corridor linkages consistent with the General Plan, applicable law and case-by-case determinations as a condition of project approval.</p> <p><i>Commentary: This should be done pursuant to Figure MT-2: Paths and Trails, and the adopted BMP, as may amended.</i></p>
4-41		<p>[MT-6-j] <i>Commentary: This should be done pursuant to Figure MT-2: Paths and Trails, and the adopted BMP, as may amended.</i></p>
4-41	<p>MT-6-k Path and Trail Buffers. Use landscaping with appropriate and adequate physical and visual barriers (e.g., masonry walls, chain link, wrought-iron, or square-tube fencing) to screen path and trail rights-of ways and separate paths and trails from mining operations, drainage facilities, and similar locations as warranted.</p>	<p>MT-6-k Path and Trail Buffers. Use landscaping with appropriate and adequate physical and visual barriers (e.g., masonry walls, wrought-iron, or square-tube fencing) to screen path and trail rights-of ways and separate paths and trails from mining operations, drainage facilities, and similar locations as warranted.</p>

Page	Draft Text	Revised Text
4-43	MT-8-f Multi-modal Downtown Transportation Facility. Support the development of a multi-modal transportation facility in Downtown. Commentary: Additional details for the facility are anticipated to be addressed in a future community or s pecific p lan, such as the proposed DNCP or FCSP.	MT-8-f Multi-modal Downtown Transportation Facility. Support the development of a multi-modal transportation facility in Downtown. Commentary: Additional details for the facility are anticipated to be addressed in a future community or S pecific P lan, such as the proposed DNCP or FCSP.
4-44	MT-8-i Legislative Support. Monitor State and federal legislation that creates incentives to reduce auto dependency and support the use of alternatives to the single occupant vehicle and support legislation that is consistent with the C ity's General Plan.	MT-8-i Legislative Support. Monitor State and federal legislation that creates incentives to reduce auto dependency and support the use of alternatives to the single occupant vehicle and support legislation that is consistent with the General Plan.
4-47	Railroad Crossing Improvements. Continue to improve and maintain the condition and safety of existing railroad crossings by upgrading surface conditions and installing signs and signals where warranted.	MT-11-e Railroad Crossing Improvements. Continue to improve and maintain the condition and safety of existing railroad crossings by upgrading surface conditions and installing signs and signals where warranted.
4-47		MT-11-f State Route 99 / Goods Movement. Partner with Caltrans to prioritize goods movements along State Route 99.
4-48	MT-13-b Marketing Air Travel. Create a marketing plan to attract the traveling public to the FYI and encourage tourists to use FYI as a gateway to Yosemite and Sequoia/Kings Canyon National Parks	MT-13-b Marketing Air Travel. Create a marketing plan to attract the traveling public to the FYI A irport and encourage tourists to use FYI as a gateway to Yosemite and Sequoia/Kings Canyon National Parks.
5-1	These spaces will provide areas appropriate for agricultural or resource production and conservation; parks and open spaces for recreation; n atural areas for protection of natural resources; and school sites which support neighborhood identity and cohesion.	These spaces will provide areas appropriate for agricultural or resource production and conservation; parks and open spaces for recreation; areas for protection of natural resources; and school sites which support neighborhood identity and cohesion.
5-4	Additionally, other agencies and entities, such as school districts, the FMFCD, the San Joaquin River and Parkway Conservation Trust, and the San Joaquin River Conservancy, have made significant contributions to the provision of recreational and natural areas.	Additionally, other agencies and entities, such as school districts, the Fresno Metropolitan Flood Control District (FMFCD) , the San Joaquin River and Parkway Conservation Trust, and the San Joaquin River Conservancy, have made significant contributions to the provision of recreational and natural areas.
5-4	Despite these efforts, Fresno, in 2012 and 2013 was ranked last out of the 40 and then 50 largest U.S. cities, respectively, for Park s core, a measure that takes into account public open space acreage, services, investment, and access. City Staff, through diligent efforts, increased the City's Park s core by 6.5 points from 2012 to 2013, and additional programs such as the City's Residential Guidelines for Open Space have increased the amount of recreational open space within the Planning Area without adding costs to the General Fund.	Despite these efforts, Fresno, in 2012 and 2013 was ranked last out of the 40 and then 50 largest U.S. cities, respectively, for "Park S core," a measure that takes into account public open space acreage, services, investment, and access. City Staff, through diligent efforts, increased the City's Park S core by 6.5 points from 2012 to 2013, and additional programs such as the City's Residential Guidelines for Open Space have increased the amount of recreational open space within the Planning Area without adding costs to the General Fund.

Page	Draft Text	Revised Text
5-5	The majority of new Pocket Parks are developed within new subdivisions with maintainance provided as part of an Home Owners Association (HOA) or Community Facilities District (CFD).	New Pocket Parks developed within new subdivisions are maintained as part of a Home Owners Association (HOA) or Community Facilities District (CFD).
5-5	[Footnote] ² General Plan park standards and types may differ from PARCs Department operational classifications for existing facilities with various passive and active recreational facilities and features.	[Footnote] ² General Plan park standards and types may differ from PARCS Department operational classifications for existing facilities with various passive and active recreational facilities and features.
5-6	Parks that provide unique opportunities, such as river access, have been categorized as a regional park, even though under 40 acres in size. Fresno presently has three City owned regional parks: Woodward, Roeding, and the new Regional Sports Complex; and two regional parks owned by other public entities, Camp Pashayan (San Joaquin River Conservancy), and Clovis North High School play fields and facilities (Clovis Unified School District).	Parks that provide unique opportunities, such as river access, have been categorized as a regional park, even though they are less than 40 acres in size. Fresno presently has three City owned regional parks: Woodward, Roeding, and the Regional Sports Complex; and two regional parks owned by other public entities, Camp Pashayan (San Joaquin River Conservancy), and Clovis North High School play fields and facilities (Clovis Unified School District).
5-7	[Table 5-1 Row 5, Column 2] More than 40 acres	[Table 5-1 Row 5, Column 2] More than 40 acres ¹
5-7	Requiring new pocket parks to have secure maintenance funds through an HOA or CFD provides three benefits: set maintenance funding for each pocket park; local control of the park; and does not add additional burden to the City's PARCs Department maintenance program, allowing them to focus on the City's neighborhood, community, and regional parks. This change in how pocket parks are managed, and including amenities that attract local residents, has made them an attractive option to increase recreational space in the city with minimal to no impact on PARCs resources.	Requiring new pocket parks to have secure maintenance funds through an HOA or CFD provides three benefits: set maintenance funding for each pocket park; local control of the park; and does not add additional burden to the City's PARCS Department maintenance program, allowing them to focus on the City's neighborhood, community, and regional parks. This change in how pocket parks are managed, and including amenities that attract local residents, has made them an attractive option to increase recreational space in the city with minimal to no impact on PARCS resources.
5-8	Citywide, Fresno has a current supply of 3.28 acres of City Park Space per 1,000 residents, which exceeds the City's minimum standard by 0.28 acres. Including All Park Space in the City's SOI increases that ratio to 4.65 acres per 1,000 residents. ⁵	Citywide, Fresno has a current supply of 3.28 acres of City Park Space per 1,000 residents, which exceeds the City's minimum standard by 0.28 acre. Including All Park Space in the City's SOI increases that ratio to 4.65 acres per 1,000 residents. ⁴

Page	Draft Text	Revised Text
5-8	[Footnote] ⁵ For this General Plan, Park categories include All Park Space within the City's SOL: parks owned and maintained by an HOA that is publicly accessible (no gate), public golf courses, SJRC parkland open to the public and directly accessible from the City; pocket parks maintained through Community Facility Districts (CFD); ponding basins with park improvements (excludes fenced off flood areas); Clovis and Central Unified School District School playgrounds, Fresno Unified's Borroughs Elementary and Yosemite Middle School (grass fields and courts, Kindergarten play areas, and parking areas only). City Park Space excludes golf courses and school lands because of their use limitations and where the City lacks jurisdiction over the park.	[Footnote] ⁴ For this General Plan, Park categories include All Park Space within the City's SOL: parks owned and maintained by an HOA that is publicly accessible (no gate), public golf courses, SJRC parkland open to the public and directly accessible from the City; pocket parks maintained through Community Facility Districts (CFD); ponding basins with park improvements (excludes fenced off flood areas); Clovis and Central Unified School District School playgrounds, Fresno Unified's Borroughs Elementary and Yosemite Middle School (grass fields and courts, Kindergarten play areas, and parking areas only). City Park Space excludes golf courses and school lands because of their use limitations and where the City lacks jurisdiction over the park.
5-9	The difference is due to the inclusion of the city's two golf courses and school playgrounds and play fields. Since school district policies are not within the City's control, those lands have been excluded from the City's inventory. Nevertheless, Clovis and Central Unifieds policies for open playgrounds provide a very significant amount of recreational area for residents in those school districts.	The difference is due to the inclusion of the City's two golf courses and school playgrounds and play fields. Since school district policies are not within the City's control, those lands have been excluded from the City's inventory. Nevertheless, Clovis and Central Unified' policies for open playgrounds provide a very significant amount of recreational area for residents in those school districts.
5-9	The inclusion of schools as parkland increases the disparity of park space in the established neighborhoods north and south of Shaw Avenue.	The inclusion of open campus schools as parkland increases the disparity of park space in the established neighborhoods north and south of Shaw Avenue.
5-9	The discrepancy between developments North and South of Shaw Avenue, also demonstrates the effectiveness of park and open space fees and other policies in providing park space to the residents of newer residential developments as compared to past policies, although the city as a whole still remains well below other Valley cities.	The discrepancy between developments north and south of Shaw Avenue also demonstrates the effectiveness of park and open space fees and other policies in providing park space to the residents of newer residential developments as compared to past policies, although the city as a whole still remains well below other similar-sized cities.
5-10	[Table 5-2 Row 2, Column 2] 198.32 ⁵	[Table 5-2 Row 2, Column 2] 198.32 ⁴
5-10	[Table 5-2 Row 3, Column 2] 372.45 ^{4,5}	[Table 5-2 Row 3, Column 2] 372.45 ⁵
5-11	In Fresno, the neighborhood, community, and pocket parks are the backbone of the urban park system.	In Fresno, the neighborhood and community, and pocket parks are the backbone of the urban park system.
5-11	To meet the standard of 3.0 acres of neighborhood, community, and pocket parks per 1,000 residents, a total of 2,313 acres of new parks will be needed to serve the estimated 771,000 residents in the city at build out of the General Plan in 2035 .	To meet the standard of 3.0 acres of neighborhood, community, and pocket parks per 1,000 residents, a total of 2,313 acres of new parks will be needed to serve the estimated 771,000 residents in the city at General Plan Horizon .
5-12	This may allow some flexibility but will not resolve the ongoing issue of limited park space in older neighborhoods.	This may allow some flexibility but will not resolve the ongoing issue of limited park space in established neighborhoods.

Page	Draft Text	Revised Text
5-12	Identify underutilized and vacant land within the city that can be acquired and developed as parks to meet the needs of existing residents and cure deficiencies in older neighborhoods.	Identify underutilized and vacant land within the city that can be acquired and developed as parks to meet the needs of existing residents and cure deficiencies in established neighborhoods;
5-14	[Title] Universally Accessible Park	[Title] Inspiration Park
5-14	Set on eight acres near Polk and Gettysburg, the Universally Accessible Park) will be the first of its kind - all the different features of sports and recreation areas in the park will be built from the ground up for total accessibility. The park will combine a Miracle League special-needs baseball field with special-needs designed children play areas, along with a sensory garden and wall, wheelchair accessible dog park, and rubberized basketball court in addition to other features. This will also be the first City Park built west of Highway 99.	Set on eight acres near Polk and Gettysburg Avenues, Inspiration Park (formerly referred to as Universally Accessible Park) will provide a Miracle League special-needs baseball field with special-needs designed children play areas, along with a sensory garden and wall, wheelchair accessible dog park, and rubberized basketball court in addition to other features.
5-16	As summarized in Table 5-5, the amount of new parkland expected under the General Plan Buildout Horizon (2035) is around 1,100 acres of new parkland.	As summarized in Table 5-5, the amount of new parkland expected under the General Plan Horizon (2035) is around 1,100 acres of new parkland.
5-16	[Table 5-5 Row 1, Column 3] Based on Additional Future Population at General Plan Buildout	[Table 5-5 Row 1, Column 3] Based on Additional Future Population at General Plan Horizon
5-21	o Identify opportunities for siting and using existing or planned park space as passive “purple pipe” waste water storage, treatment, and conservation areas that also provide scenic and/or recreational opportunities.	o Identify opportunities for siting and using existing or planned park space as passive “purple pipe” waste water storage, treatment, and conservation areas that also provide scenic and/or recreational opportunities; and o Consider updating the Parks Master Plan.
5-21	POSS-1-e [Table: Row 4, Column 2] More than 40 [Row 5]	POSS-1-e [Table: Row 4, Column 2] More than 40 ¹ [Row 5] ¹ Or when amenities provide regional service.
5-24	POSS-2-e Open Space Dedication for Residential Development. Ensure new residential developments provide adequate land for parks, open space, landscaping, and trails through the dedication of land or otherwise providing for Pocket Parks, planned trails, and other recreational space, maintained by an HOA, CFD, or other such entity.	POSS-2-e Open Space Dedication for Residential Development. Ensure new residential developments provide adequate land for parks, open space, landscaping, and trails through the dedication of land or otherwise providing for Pocket Parks, planned trails, and other recreational space, maintained by an HOA, CFD, or other such entity. Commentary: <i>Thresholds for this requirement will be established when the Development Code is adopted.</i>
5-24	POSS-2-e Freeway Landscaping. Support the expansion of the Highway 99 Beautification Association to the Fresno County Highway Beautification Association with related updates and implementation of the master landscape plans for each freeway.	POSS-2-f Freeway Landscaping. Support the expansion of the State Route 99 Beautification Association to the Fresno County Highway Beautification Association with related updates and implementation of the master landscape plans for each freeway.

Page	Draft Text	Revised Text
5-25	POSS-3-b Park Location and Walking Distance. Site parks within a half-mile walking distance of new residential development.	POSS-3-b Park Location and Walking Distance. Site Pocket and Neighborhood Parks within a half-mile walking distance of new residential development.
5-25	POSS-3-f Park Design Guidelines. Create, maintain, and apply park design guidelines, including provisions for:	POSS-3-f Park Design Guidelines. Create, maintain, and apply park design guidelines, with provisions for appropriate amenities for each park type, which may include:
5-26		Solar panels, new LED lighting, and water efficiency improvements.
5-26	Creating places of delight that engage the senses, such as water features or moving installations.	Creating places of delight that engage the senses.
5-26	POSS-3-h Coordination with School Districts. Continue to coordinate with school districts for joint use of both outdoor and indoor recreation facilities, such as playgrounds, play fields, and gymnasiums, for City recreation programs.	POSS-3-h Coordination with School Districts. Continue to coordinate with school districts to explore opportunities for joint use of both outdoor and indoor recreation facilities, such as playgrounds, play fields, and gymnasiums, for City recreation programs.
5-28	The plan of the Valley Arboretum is to establish a to link the “botanical brothers” in the region: the CSUF campus arboretum and horticulture center, the Clovis Botanical Gardens at Dry Creek Park, the Shinzen Garden at Woodward Park, and the Chaffee Zoological Gardens at Roeding Park with a foreseeable expansion to include Kearney Park, Avocado Park, Lost Lake Park, and other "botanical brothers" trails in the four county region. Once a plan for the Valley Arboretum is approved by the various jurisdictions involved, Tree Fresno will seek Fresno County Measure C funds for trail right-of-way acquisition, improvements, and maintenance purposes.	The vision of the Valley Arboretum ⁷ is to establish a link the “botanical brothers” in the region: the Fresno State campus arboretum and horticulture center, the Clovis Botanical Gardens at Dry Creek Park, the Shinzen Garden at Woodward Park, and the Chaffee Zoological Gardens at Roeding Park with a potential expansion to include Kearney Park, Avocado Park, Lost Lake Park, and other trails in the four county region.
5-28		[Footnote] ⁷ Diagram as presented to the City by Tree Fresno.
5-29	Many details still need to be worked out before the Valley Arboretum can be fully supported and implemented. Once these details have been worked out, the City Council will consider approval of an amendment to the General Plan for this project. Specific technical issues that will need to be addressed include:	Some of the items that need analysis prior to City consideration include the following:
5-29	Segment locations and possible alternatives must be reviewed by City Departments, neighboring jurisdictions, local agencies and organizations, universities, school districts, and the public.	o Segment locations and possible alternatives may be reviewed by City Departments, neighboring jurisdictions, local agencies and organizations, universities, school districts, and the public.
5-29	The Valley Arboretum could provide much needed open space to communities in West, Southwest, Southeast and Central Fresno that are underserved by parks and open space.	The Valley Arboretum could provide much needed open space to communities that are underserved by parks and open space.

Page	Draft Text	Revised Text
5-29	Additional routes may be needed in the older parts of town that have a fair amount of pedestrian activity and would benefit from an improved street experience.	Additional routes may be needed in the older parts of the city that have a fair amount of pedestrian activity and would benefit from an improved street experience.
5-29	Some segments may need to be eliminated because of conflicts with the goals of other stakeholders and residents in the community. Examples include the BNSF Railroad and SJV Railroad abandonment segments which some want reserved for goods movement or future transportation technology and Fresno County Island segments that may never be incorporated because of residents' preferences.	Some segments of the concept Arboretum may need to be adjusted to accommodate other community needs.
5-29	Substituting some or all major street segments for local street segments may be advantageous. Relocating segments of the Valley Arboretum along local streets would provide a more enjoyable experience for recreational walkers and cyclists, while reserving major streets for transportation and commuter oriented cyclists.	Substituting some or all major street segments for local street segments may be advantageous. Relocating segments of the Valley Arboretum along local streets could provide a more enjoyable experience for recreational walkers and cyclists, while reserving major streets for transportation and commuter oriented cyclists.
5-29	The completion of a Valley Arboretum Master Plan provided by the Tree Fresno organization.	
5-32	Parameters for specification of the types and sources of plant material used for any re vegetation, irrigation requirements, and post-planting maintenance and other operational measures to ensure successful mitigation.	Parameters for specification of the types and sources of plant material used for any re-vegetation, irrigation requirements, and post-planting maintenance and other operational measures to ensure successful mitigation.
5-32	POSS-5-g Assistance in Valley Arboretum Master Planning. Assist community organizations that have raised grant funds to pursue the preparation of a Valley Arboretum Master Plan and Implementation Program, including funding, to be coordinated with community groups, as well as related plans and policies for older neighborhoods and other areas with park deficiencies.	POSS-5-g Assistance in Valley Arboretum Master Planning. Assist community organizations that have raised grant funds to pursue the preparation of a Valley Arboretum Master Plan and Implementation Program, including funding, to be coordinated with community groups, as well as related plans and policies for established neighborhoods and other areas with park deficiencies.
5-33	POSS-1-a San Joaquin River Parkway Master Plan. Support the San Joaquin River Conservancy in its efforts to update the San Joaquin River Parkway Master Plan by working with the other jurisdictions and the River Conservancy to create a comprehensive and feasible plan for preservation, conservation, and development.	POSS-1-a San Joaquin River Parkway Master Plan. Support the San Joaquin River Conservancy in its efforts to update the San Joaquin River Parkway Master Plan by working with the other jurisdictions and the River Conservancy to create a comprehensive and feasible plan for preservation, conservation, and Parkway development.
5-33	POSS-7 Support the San Joaquin River Conservancy in its efforts to develop a river parkway.	POSS-7 Support the San Joaquin River Conservancy in its collaborative, multiagency efforts to develop the San Joaquin River Parkway.

Page	Draft Text	Revised Text
5-35	POSS-7-f River Bluffs. Preserve the river bluffs as a unique geological feature in the San Joaquin Valley by maintaining and enforcing the requirements of the "BP" Bluff Preservation Overlay Zone District, maintaining the bluff area building setback required in the General Plan Noise and Safety Element , and maintaining designated vista points.	POSS-7-f River Bluffs. Preserve the river bluffs as a unique geological feature in the San Joaquin Valley by maintaining and enforcing the requirements of the "BP" Bluff Preservation Overlay Zone District, maintaining the bluff area setback for buildings, structures, decks, pools and spas (which may be above or below grade), fencing, and steps , and maintaining designated vista points.
5-36		Refer to Policy NS-2-d (Chapter 9, Noise and Safety) for additional information for sites within the BP Overlay District.
5-36	Public access into the River View Drive Area/Neighborhoods should be limited to cyclists and pedestrians with the exception of public safety, circulation, and/or other governmental/support service provider vehicles.	Public access into the River View Drive Area/Neighborhoods should be limited to cyclists and pedestrians with the exception of public safety, circulation, and/or other governmental/support service provider vehicles. Commentary: Limitations on vehicular access through the River View Drive Area/Neighborhoods are not intended to restrict vehicular access to the neighborhoods themselves. Public right-of-way held by the City for public street purposes will remain accessible to the public consistent with the requirements of the California Vehicle Code.
5-37		The San Joaquin River Bluff and Protection Ordinance should be implemented prior to the completion of the project.
5-37	The San Joaquin River Bluff and Protection Ordinance should be implemented prior to the completion of the project.	
5-37	Sante Fe and Bluff Avenues: multi-modal access with parking	Santa Fe and Bluff Avenues: multi-modal access with parking
5-39	In accordance with the Master Plan, the District is constructing a new middle school in southwest Fresno (Rutherford B. Gaston Sr.), which will open in 2014.	In accordance with the Master Plan, the District is constructing a new middle school in southwest Fresno (Rutherford B. Gaston Sr.), which opened in 2014.
5-39	Clovis Unified School District (CUSD) currently serves areas in Fresno north of Herndon Avenue and east of FYI, and it will serve areas in the Southeast Development Area generally north of the Tulare Avenue alignment.	Clovis Unified School District (CUSD) currently serves areas in Fresno north of Herndon Avenue and east of FYI Airport , and it will serve areas in the Southeast Development Area generally north of the Tulare Avenue alignment.
5-40	With 136,000 students currently in the public school districts, there remains space for up to 8,000 additional students. Most of the available capacity is in Central USD while Fresno USD and Sanger USD are over-subscribed. Clovis, Fresno, and Sanger USDs are planning new schools to increase student capacities as they plan for future growth in the Fresno Planning Area.	With 136,000 students currently in the public school districts, there remains space for up to 8,000 additional students. Clovis, Fresno, Central and Sanger USDs are planning new schools to increase student capacities as they plan for future growth in the Fresno Planning Area.

Page	Draft Text	Revised Text
5-43	Continue to designate known school sites on the Land Use Diagram (Figure LU-1), community plans, Specific plans, and other plans compatible with the locational criteria of each school district, and to facilitate safe and convenient walking and biking to schools in neighborhoods.	Continue to designate known school sites on the Land Use Diagram (Figure LU-1), and in community plans, Specific Plans, and other plans compatible with the locational criteria of each school district, and to facilitate safe and convenient walking and biking to schools in neighborhoods.
5-44	POSS-9-a Economic Potential of Institutions of Higher Education in Fresno. Seek to leverage the human capital, research pursuits, and economic potential of California State University, Fresno (CSUF), and all of Fresno's institutions of higher education, whenever possible in economic development and land use decisions.	POSS-9-a POSS-9-a Economic Potential of Institutions of Higher Education in Fresno. Seek to leverage the human capital, research pursuits, and economic potential of California State University, Fresno (Fresno State), and all of Fresno's institutions of higher education, whenever possible in economic development and land use decisions.
5-44	POSS-9-b Regular Coordination with Institutions of Higher Education in Fresno. Encourage regular meetings with CSUF, FPU and SCCCD leadership, including the Facilities Planning and Housing divisions.	POSS-9-b Regular Coordination with Institutions of Higher Education in Fresno. Encourage regular meetings with Fresno State, FPU and SCCCD leadership, including the Facilities Planning and Housing divisions.
5-44	POSS-9-c University Neighborhood Planning. Work with CSUF, FPU and SCCCD leadership to find funding for, develop, and implement a specific plan for the neighborhoods around the primary campuses of these and other higher education institutions in Fresno. Commentary: Using CSUF as an example, the specific plan will focus on updating land use designations, zoning, and infrastructure investments along Cedar Avenue, Shaw Avenue, and other city/school interface zones. The plan also will provide a framework for coordinating jointly beneficial actions, such as development of a research park near the campus and future BRT connections. from Shaw Avenue.	POSS-9-c University Neighborhood Planning. Partner with Fresno State, FPU and SCCCD leadership to find funding for, develop, and implement a Specific Plan for the neighborhoods around the primary campuses of these and other higher education institutions in Fresno. Commentary: Using Fresno State as an example, the Specific Plan will focus on updating land use designations, zoning, and infrastructure investments along Cedar Avenue, Shaw Avenue, and other city/school interface zones. The plan also will provide a framework for coordinating jointly beneficial actions, such as development of a research park near the campus and enhanced bus service connections.
6-3	The City of Fresno Police Department - Patrol Division provides a full range of police services, including uniformed patrol response to both emergency and non-emergency calls for service, crime prevention, pro-active tactical crime enforcement (including gang and violent crime suppression through the use of Impact Teams), and investigation of crimes utilizing District Detectives.	The Fresno Police Department (Police Department)- Patrol Division provides a full range of police services, including uniformed patrol response to both emergency and non-emergency calls for service, crime prevention, pro-active tactical crime enforcement (including gang and violent crime suppression through the use of Impact Teams), and investigation of crimes utilizing District Detectives.
6-3	These services are supplemented by the City of Fresno Police Department - Investigative Services Division, which is responsible for follow-up investigation on cases involving crimes against persons and property crimes, evaluation of crime and public safety intelligence information utilizing the Intelligence Unit, and pro-active investigation of vice/narcotics related crimes.	These services are supplemented by the Police Department - Investigative Services Division, which is responsible for follow-up investigation on cases involving crimes against persons and property crimes, evaluation of crime and public safety intelligence information utilizing the Intelligence Unit, and pro-active investigation of vice/narcotics related crimes.

Page	Draft Text	Revised Text
6-3	The City of Fresno Police Department - Support Division encompasses Traffic Enforcement and Accident Prevention, Communications, and Records Bureaus, as well as a Volunteer Services and Reserve Officers Unit. In addition to enforcement-related services, the Police Department provides extensive crime prevention assistance through residence and business security inspections; neighborhood and business watch group formation programs; and public presentations.	The Police Department - Support Division encompasses Traffic Enforcement and Accident Prevention, Communications, and Records Bureaus, as well as a Volunteer Services and Reserve Officers Unit. In addition to enforcement-related services, the Police Department provides extensive crime prevention assistance through residence and business security inspections; neighborhood and business watch group formation programs; and public presentations.
6-3	The City of Fresno Police Department - Professional Standards Division oversees the Commission of Accreditation for Law Enforcement Act (CALEA) compliance, as well as the Internal Affairs, Fiscal Affairs, Grant, and Policy and Procedure Units and the Accountability and Compliance, Training, and Personnel Bureaus.	The Police Department - Professional Standards Division oversees the Commission of Accreditation for Law Enforcement Act (CALEA) compliance, as well as the Internal Affairs, Fiscal Affairs, Grant, and Policy and Procedure Units and the Accountability and Compliance, Training, and Personnel Bureaus.
6-3	Safety is a fundamental concern for the citizens of Fresno and of upmost importance to the City of Fresno. Fresno experiences violent crime at a rate similar to and at times better than other large populace cities in California and on par with cities in the San Joaquin Valley. In comparison, Fresno's violent crime rate in 2012 was 5.4 per 1,000 persons while San Jose was 3.6, Anaheim 3.7, Bakersfield 5.4 , Sacramento 7.4, Stockton 15.5 , and Oakland 19.9, while in the San Joaquin Valley, Clovis was 2.2, Visalia 4.3, Hanford 5.6, Tulare 6.2, Madera 7.4, Merced 10, and Sanger 10.8. The city's property crime rate of 50.9 per 1,000 persons in 2012 was higher than San Jose 29.2, Anaheim 29.2, Sacramento 41.9, Bakersfield 49.9 , and less than Stockton 51 , and Oakland 65.9. in the San Joaquin Valley, it was more than Madera 25.8, Hanford 32.2, Clovis 41.1, Visalia 43.4, Tulare 39.4, Sanger 41.9, and less than Merced 50.8 .	Safety is a fundamental concern for the citizens of Fresno and of upmost importance to the City of Fresno. Fresno experiences violent crime at a rate similar to and at times better than other large populace cities in California and on par with cities in the San Joaquin Valley. In comparison, Fresno's violent crime rate in 2012 was 5.4 per 1,000 persons while San Jose was 3.6, Anaheim 3.7, Sacramento 7.4, and Oakland 19.9, while in the San Joaquin Valley, Clovis was 2.2, Bakersfield 5.4 , Stockton 15.5 , Visalia 4.3, Hanford 5.6, Tulare 6.2, Madera 7.4, Merced 10, and Sanger 10.8. The city's property crime rate of 50.9 per 1,000 persons in 2012 was higher than San Jose 29.2, Anaheim 29.2, Sacramento 41.9, and less than Oakland 65.9. In the San Joaquin Valley, it was more than Merced 50.8 , Madera 25.8, Hanford 32.2, Clovis 41.1, Visalia 43.4, Tulare 39.4, Sanger 41.9, Bakersfield 49.9 , and less than Stockton 51 .
6-4	Calls for police service are largely concentrated in the central, southwest, and southeast sections of the city, though violent crime is concentrated in the southern part of the city. The calls that occur in north Fresno are generally along corridors surrounding State Routes 99 and 41 and major arterials such as Blackstone Avenue and Herndon Avenue.	

Page	Draft Text	Revised Text
6-4	With much ingenuity, hard work and dedication the Fresno Police Department has had much success in countering crime in Fresno. For the third straight year, violent crime has decreased in Fresno with a 7 percent reduction for 2013. This includes a 22 percent decline in homicides. Property crimes also fell in 2013 by 12 percent. For the first time in over a decade, every single crime category decreased in our city. This occurred despite the loss of experienced personnel and the strained criminal justice system in Fresno County.	With much ingenuity, hard work and dedication the Police Department has had much success in countering crime in Fresno. For the third straight year, violent crime has decreased in Fresno with a seven percent reduction for 2013. This includes a 22 percent decline in homicides. Property crimes also fell in 2013 by 12 percent. For the first time in over a decade, every single crime category decreased in our city. This occurred despite the loss of experienced personnel and the strained criminal justice system in Fresno County.
6-4	Over the past 3 years , the Fresno Police Department has concentrated resources and efforts to address the violent crime that is a hallmark of the Bulldog gang. This includes the focused efforts of the Multi Agency Gang Enforcement Consortium (MAGEC), Street Violence Unit, and patrol resources and tactical teams. Continuing efforts have resulted in 135 search warrants have been authored, 261 Bulldog probation and compliance checks have been conducted, 112 shootings were solved, and 98 illegal firearms were taken off the streets.	From 2010 to 2013 , the Police Department has concentrated resources and efforts to address the violent crime that is a hallmark of the Bulldog gang. This includes the focused efforts of the Multi-Agency Gang Enforcement Consortium (MAGEC), Street Violence Unit, and patrol resources and tactical teams. Continuing efforts have resulted in 135 search warrants authored, 261 Bulldog probation and compliance checks conducted, 112 shootings solved, and 98 illegal firearms taken off the streets.
6-4	The Fresno Police Department also formed the Gun Crimes Unit in 2011 as part of their overall violent crime reduction strategy. Since inception, the Gun Crimes Unit has reviewed 853 cases involving weapons in Fresno, authored 107 search warrants, recovered 54 illegal guns as a result of the investigations and sought Federal Prosecution of 6 cases by the United States Attorney's Office.	The Police Department also formed the Gun Crimes Unit in 2011 as part of their overall violent crime reduction strategy. Since inception, the Gun Crimes Unit has reviewed 853 cases involving weapons in Fresno, authored 107 search warrants, recovered 54 illegal guns as a result of the investigations and sought Federal Prosecution of 6 cases by the United States Attorney's Office.

Page	Draft Text	Revised Text
6-5	<p>In addition to enforcement efforts, the Police Department in collaboration with the Office of the Mayor set out in 2006 to create an environment where gang members and “wanna be” gang members can obtain educational services, job skills, and social skills to obtain success. The Mayor’s Gang Prevention Initiative (MGPI) provides a number of efforts designed to provide alternatives to the gang life style programs through public/private collaborations such as Night Walks (community outreach in specified parts of the city with high concentration of gang incidents), Ceasefire (Prevention, intervention and community-mobilization strategies to reduce community violence that for example, in 2013, included a Sureno call whereby 19 participants took steps to change their lives), Street Outreach (former gang members trained as street outreach workers), and a tattoo removal program (removal of visible gang related tattoos which may inhibit their ability to seek employment).</p>	<p>In addition to enforcement efforts, the Police Department in collaboration with the Office of the Mayor set out in 2006 to create an environment where gang members and their associates can obtain educational services, job skills, and social skills to obtain success. The Mayor’s Gang Prevention Initiative (MGPI) provides a number of efforts designed to provide alternatives to the gang lifestyle through public/private collaborations such as Night Walks (community outreach in specified parts of the city with high concentration of gang incidents), Ceasefire (prevention, intervention and community-mobilization strategies to reduce community), Street Outreach (former gang members trained as street outreach workers), and a tattoo removal program (removal of visible gang related tattoos which may inhibit their ability to seek employment).</p>
6-5	<p>In 2013, the Fresno Police Department formed the Homeless Task Force (HTF) to assist both the community and the homeless by providing a safer environment, free from illegal and dangerous encampments. In that year, the HTF has completed four major encampment cleanups and removed over 168 smaller homeless settlements. In addition, they made 73 Felony arrests, 147 Misdemeanor arrests, issued 180 citations and removed over 770 shopping carts from the street. The HTF is the first unit in the Department to wear personal video cameras that are used to record all property storage and release, as well as citizen contacts.</p>	<p>In 2013, the Police Department formed the Homeless Task Force (HTF) to assist both the community and people experiencing homelessness by providing a safer environment, free from illegal and dangerous encampments. In that year, the HTF has completed four major encampment cleanups and removed over 168 smaller settlements. In addition, they made 73 felony arrests, 147 misdemeanor arrests, issued 180 citations and removed over 770 shopping carts from the street. The HTF is the first unit in the Department to wear personal video cameras that are used to record all property storage and release, as well as citizen contacts.</p>

Page	Draft Text	Revised Text
6-6	<p>The Fresno Police Department Regional Training Center (RTC) opened in September of 2010 and is a unique training center among California's law enforcement agencies. Since opening, personnel representing over 150 different agencies have trained at the RTC. The RTC has become the host for an annual regional SWAT training day that is overseen by the FBI which draws about 300 participants. The RTC also provides facilities for the California Department of Corrections and Rehabilitation as they conduct monthly physical fitness testing of its entry level applicants for their position of correctional officer. In addition, the RTC hosts a portion of the annual fire symposium that is held in Fresno and the City allows fire agencies to use the RTC throughout the year. Many agencies now use the RTC as a venue where they provide their own training to their employees including the FBI, DEA, U.S. Probation, VA Police, Calif. Dept. of Consumer Affairs to name a few.</p>	<p>The Police Department Regional Training Center (RTC) opened in September of 2010 and is a unique training center among California's law enforcement agencies. Since opening, personnel representing over 150 different agencies have trained at the RTC. The RTC has become the host for an annual regional SWAT training day that is overseen by the FBI which draws about 300 participants. The RTC also provides facilities for the California Department of Corrections and Rehabilitation as they conduct monthly physical fitness testing of its entry level applicants for their position of correctional officer. In addition, the RTC hosts a portion of the annual fire symposium that is held in Fresno and the City allows fire agencies to use the RTC throughout the year. Many agencies now use the RTC as a venue where they provide their own training to their employees including the FBI, DEA, U.S. Probation, Veterans Affairs Police, California Department of Consumer Affairs to name a few.</p>
6-6	<p>The Fresno Police Department maintains national accreditation through the Commission on Accreditation for Law Enforcement Agencies which requires the agency to prove that the City meet national best practice standards for law enforcement. Having received initial accreditation in 2003, CALEA ensures continual compliance to their standards through rigorous on-site inspections, audits, public hearings and extensive reporting mechanisms every three years. By continually adhering to these strict standards, the agency will be seeking a "Gold" certification standard for excellence in law enforcement through the 2014 CALEA accreditation process.</p>	<p>The Police Department maintains national accreditation through the Commission on Accreditation for Law Enforcement Agencies (CALEA) which requires the agency to prove that the City meet national best practice standards for law enforcement. Having received initial accreditation in 2003, CALEA ensures continual compliance to their standards through rigorous on-site inspections, audits, public hearings and extensive reporting mechanisms every three years. By continually adhering to these strict standards, the agency will be seeking a "Gold" certification standard for excellence in law enforcement through the 2014 CALEA accreditation process.</p>

Page	Draft Text	Revised Text
6-7	Currently, the ability to use land within the city for alcoholic beverage sales is subject to Conditional Use Permit approval. While this requirement applies citywide, some neighborhoods feel saturated with liquor stores. The City has not developed an independent mechanism for assessing appropriate concentrations of alcohol sales establishments, however, and relies on information from the Fresno Police Department and the ABC in their consideration of permit applications. The Fresno General Plan and Development Code updates provide an opportunity for a more nuanced approach to controlling and abating nuisances associated with liquor stores and restaurants through Conditional Use Permit and other land use approvals that consider neighborhood needs and potential impacts. Policy guidance would be helpful to achieve this.	Currently, the ability to use land within the city for alcoholic beverage sales is subject to Conditional Use Permit approval. While this requirement applies citywide, some neighborhoods feel saturated with liquor stores. The City has not developed an independent mechanism for assessing appropriate concentrations of alcohol sales establishments, however, and relies on information from the Police Department and the ABC in their consideration of permit applications. The Development Code update provides an opportunity for a more nuanced approach to controlling and abating nuisances associated with liquor stores and restaurants through Conditional Use Permit and other land use approvals that consider neighborhood needs and potential impacts.
6-9	PU-1-g Plan for Optimum Service. Create and adopt a program to provide targeted police services and establish long-term steps for attaining and maintaining the optimum levels of service - 1.5 officers per 1,000 residents. Commentary: The City's fiscal management strategies will affect planning for optimum service. The Economic Development and Fiscal Sustainability Element has additional details.	PU-1-g Plan for Optimum Service. Create and adopt a program to provide targeted police services and establish long-term steps for attaining and maintaining the optimum levels of service - 1.5 unrestricted officers per 1,000 residents. Commentary: The City's fiscal management strategies will affect planning for optimum service. The Economic Development and Fiscal Sustainability Element provides additional details.
6-10		PU-1-j Lighting and Safety. Ensure adequate lighting at off-sale liquor stores to help deter crime and to promote a more inviting and safe atmosphere around them.
6-10	The City of Fresno Fire Department offers a full range of services including fire prevention, suppression, emergency medical care, hazardous materials, urban search and rescue response, as well as emergency preparedness planning and public education coordination.	The City of Fresno Fire Department (Fire Department) offers a full range of services including fire prevention, suppression, emergency medical care, hazardous materials, urban search and rescue response, as well as emergency preparedness planning and public education coordination.
6-10	The Fresno Fire Department also participates in a statewide mutual aid system, providing resources throughout the State of California upon request.	The Fire Department also participates in a statewide mutual aid system, providing resources throughout the State of California upon request.
6-10	Historically, 60 to 65 percent of all calls for Fire Department services have been for medical emergencies, while 7 percent have been for structure fires.	Historically, 60 to 65 percent of all calls for Fire Department services have been for medical emergencies, while seven percent have been for structure fires.

Page	Draft Text	Revised Text
6-11	The City of Fresno Fire Department's target response time for its service area is 6 minutes and 30 seconds from receipt of the 9-1-1 call to arrival on scene . This response time standard is critical to saving lives before flashover occurs and arriving in time to provide basic life support in situations such as sudden cardiac arrest, trauma, impaired breathing and other severe medical emergencies. In 2013, the Fire Department's response time was 7 minutes and 39 seconds for 90 percent of all calls .	The City of Fresno Fire Departments target response time for its service area is 5 minutes and 20 seconds for 90 percent of emergency incident response. This time standard measures unit response from the time the unit was alerted to the emergency incident to the time the first unit arrived at the emergency incident . This response time standard is critical to saving lives before flashover occurs at fire incidents and arriving in time to provide basic life support in situations such as sudden cardiac arrest, trauma, impaired breathing and other severe medical emergencies. In 2013, the Fire Department response time was 6 minutes 26 seconds to 90 percent of fire and medical emergencies .
6-13	• Moved all fire and life safety inspections to the City of Fresno Fire Department - Prevention Division; and	• Moved all fire and life safety inspections to the Fire Department - Prevention Division; and
6-13	Existing facilities are not always adequate to maintain a sufficient level of services for future growth in Fresno. Increased population densities in the Downtown and eventual creation of mid-rise and high-rise mixed-use corridors and centers, at the locations shown on the Land Use Diagram (Figure LU-1), will require commensurate increases in firefighter staffing, facilities, and equipment to maintain current levels of service. The location of fire stations will become more dependent on density and availability than running distances between fire stations.	Existing facilities may not be adequate to maintain a sufficient level of services for future growth in Fresno. Increased population densities in the Downtown and mixed-use corridors and centers, at the locations shown on the Land Use Diagram (Figure LU-1), may require commensurate increases in firefighter staffing, facilities, and equipment to maintain current levels of service. The location of fire stations may become more dependent on density and availability than running distances between fire stations.
6-14	One site for a future fire station is needed to serve the southeast corner of the Established Neighborhoods South of Shaw Avenue and the South Industrial Area. Five future sites have been identified to build three future fire stations in Established Neighborhoods North of Shaw Avenue, one in DA-2 South, and one in DA-2 North.	One site for a future fire station is needed to serve the southeast corner of Established Neighborhoods south of Shaw Avenue and the South Industrial Area. Five future sites have been identified to build three future fire stations in Established Neighborhoods north of Shaw Avenue, one in DA-2 South, and one in DA-2 North.
6-15	PU-2-c Rescue Standards. Develop appropriate standards, as necessary, for rescue operations, including, but not limited to, confined space, high angle, swift water rescues, and the unique challenges of a high speed rail corridor.	PU-2-c Rescue Standards. Develop appropriate standards, as necessary, for rescue operations, including, but not limited to, confined space, high angle, swift water rescues, and the unique challenges of a high speed train corridor.

Page	Draft Text	Revised Text
6-15	<ul style="list-style-type: none"> • First Unit on Scene – First fire unit arriving with minimum of three firefighters and ability to apply suppressing agent within 6 minutes and 20 seconds from emergency call (7 minutes and 30 seconds with 9-11 processing time). • Effective Response Force – Provide sufficient number of firefighters on scene of an emergency (17 for low risk, 23 for high risk) within nine minutes and 20 seconds from time of alert to arrival. 	<ul style="list-style-type: none"> • First Unit on Scene – First fire unit arriving with minimum of three firefighters within 5 minutes and 20 seconds from the time the unit was alerted to the emergency incident. • Effective Response Force – Provide sufficient number of firefighters on the scene of an emergency within 9 minutes and 20 seconds from the time of unit alert to arrival. The effective response force is measured as 15 firefighters for low risk fire incidents and 21 firefighters for high risk fire incidents and is the number of personnel necessary to complete specific tasks required to contain and control fire minimizing loss of life and property.
6-16	PU-3-a Fire Prevention Inspections. Develop strategies to enable the performance of annual fire and life safety inspection of all industrial, commercial, institutional, and multi-family residential buildings, in accordance with nationally recognized standards for the level of service necessary for a large Metropolitan Area, including self-certification program.	PU-3-a Fire Prevention Inspections. Develop strategies to enable the performance of annual fire and life safety inspection of all industrial, commercial, institutional, and multi-family residential buildings, in accordance with nationally recognized standards for the level of service necessary for a large Metropolitan Area, including a self-certification program.
6-16	PU-3-d Review All Development Applications. Continue Fire Department review of all development applications, provide comments and recommend conditions of approval that will ensure adequate on-site and off-site fire protection systems and features are provided.	PU-3-d Review Development Applications. Continue Fire Department review of development applications, provide comments and recommend conditions of approval that will ensure adequate on-site and off-site fire protection systems and features are provided.
6-17	The 2006 Master Plan identified over 130 projects as necessary to accommodate the projected buildout anticipated by the 2025 Fresno General Plan; a greater number will be needed to serve development under this Plan.	The 2006 Master Plan identified over 130 projects as necessary to accommodate the projected development anticipated by the 2025 Fresno General Plan; a greater number will be needed to serve development under this Plan.
6-24	The Water Division provides potable water to the majority of the city and some users within City's SOI with the exception of the Bakman Water Company, Pinedale County Water District, Park Van Ness Mutual Water Company, and California State University, Fresno.	The Water Division provides potable water to the majority of the city and some users within the City's SOI with the exception of the Bakman Water Company, Pinedale County Water District, Park Van Ness Mutual Water Company, and California State University, Fresno.

Page	Draft Text	Revised Text
6-24	Groundwater within the Kings Sub-basin generally meets primary and secondary drinking water standards for municipal water use. However, the groundwater basin is threatened by chemical contaminants that affect the City's ability to fully use the groundwater basin resources without some type of wellhead treatment in certain areas. Many different types of chemical pollutants have contaminated portions of the Upper Kings Sub-basin underlying the city's water service area, as shown in Figure PU-3: Existing Regional Groundwater Contamination. Some of the major contaminant plumes include 1,2-Dibromo-3-Chloropropane (DBCP); ethylene dibromide (EDB); 1-2-3 trichloropropane (TCP); and other volatile organic compounds (VOCs) including trichlorethylene (TCE), tetrachloroethylene (PCE), nitrate, manganese, radon, chloride, and iron.	Groundwater within the Kings Subbasin generally meets primary and secondary drinking water standards for municipal water use. However, the groundwater basin is threatened by chemical contaminants that affect the City's ability to fully use the groundwater basin resources without some type of wellhead treatment in certain areas. Many different types of chemical pollutants have contaminated portions of the Upper Kings Subbasin underlying the city's water service area, as shown in Figure PU-3: Existing Regional Groundwater Contamination. Some of the major contaminant plumes include 1,2-Dibromo-3-Chloropropane (DBCP); ethylene dibromide (EDB); 1-2-3 trichloropropane (TCP); and other volatile organic compounds (VOCs) including trichlorethylene (TCE), tetrachloroethylene (PCE), nitrate, manganese, radon, chloride, and iron.
6-30	PU-9-f Household and Other Hazardous Waste Facilities. Allow household and other hazardous waste facilities planned and zoned for Heavy Industrial uses and only after CEQA review and environmental assessments and approval of a Conditional Use Permit.	PU-9-f Household-Generated Hazardous Waste and Hazardous Waste Facilities. Allow for household-generated hazardous waste and hazardous waste facilities, which are planned and zoned for Heavy Industrial uses, only after CEQA review, environmental assessments, and approval of a Conditional Use Permit.
6-30		<p>6.6 DISADVANTAGED UNINCORPORATED COMMUNITIES</p> <p>California State law requires that local municipalities identify any Disadvantaged Unincorporated Communities (DUCs) within their SOI, analyze the infrastructure needs (including water, wastewater, stormwater drainage, and structural fire protection) of the DUC, and evaluate potential funding mechanisms to make service extension feasible. Disadvantaged Unincorporated Communities are defined as settled places not within city limits where the median household income is 80 percent or less than the statewide median household income. ^{1, 2}</p> <p>In compliance with State law, the City will identify all DUCs within the SOI and perform the required infrastructure analysis to coincide with its next Housing Element Update.</p>

Page	Draft Text	Revised Text
6-31		¹ State of California Office of Planning and Research. Technical Advisory to SB 244 ² Flegal, C., Rice, S., Mann, J., & Tran, J. California Unincorporated: Mapping Disadvantaged Communities. PolicyLink, 2013
7-3	[1] The commentary in italics following certain goals is not part of the goal itself, but is instead advisory and informational language intended to further discussion, clarify the goal, and help guide the objectives of the General Plan.	
7-4	the then-mayor and Fresno City Council	a previous mayor and City Council
7-8	The City of Fresno Intelligent Traffic System is designed and implemented by the City of Fresno Public Works Department with the City of Fresno ISD as a partner from a technology aspect.	The City's Intelligent Traffic System is designed and implemented by the Public Works Department with ISD as a partner from a technology aspect.
7-8	Since the initiation of this agreement, the City of Fresno ISD has been able to connect multiple agencies (including educational institutions) together to provide shared services such as GIS sharing, public safety data sharing, educational services, data services, as well as video broadcast services.	Since the initiation of this agreement, the ISD has been able to connect multiple agencies (including educational institutions) together to provide shared services such as GIS sharing, public safety data sharing, educational services, data services, as well as video broadcast services.
7-9	Additionally, as the City of Fresno Video Policing program evolves and the need arises for high-tech strategies for the City Fire and Police Departments, the foundation will be in place for a cost effective means of providing connections.	Additionally, as the Video Policing program evolves and the need arises for high-tech strategies for the City Fire and Police Departments, the foundation will be in place for a cost effective means of providing connections.
7-10	Prioritize Revenues. Give priority for the purpose of increasing property tax and sales tax revenues by supporting, streamlining, and providing incentives for projects that create the largest impacts on property values and the city's retail base and also, to the extent feasible, support Downtown and older neighborhoods.	Prioritize Revenues. Prioritize revenues by supporting, streamlining, and providing incentives to projects that create the largest positive impacts on property values, the city's retail base and, to the extent feasible, Downtown and established neighborhoods.
7-11		RC-1-h Public-Private Partnerships. Foster opportunities for public-private partnerships that leverage infrastructure, encourage pooling of resources, and promote shared-use activities.
7-12	RC-3-c Multi-jurisdictional Efforts. Work actively with the public to develop and champion realistic, effective solutions to conserve resources at the local, regional, and state levels.	RC-3-c Multi-Jurisdictional Efforts. Work actively with the public to develop and champion realistic, effective solutions to conserve resources at the local, regional, and state levels.
7-14	Infill development occurs in urbanized areas, on vacant or underdeveloped sites that have been or have not been developed; for the latter, the site is adjacent to developed urban uses or at least 75 percent of the perimeter adjoins parcels developed with urban uses and the remaining 25 percent adjoins parcels previously developed for urban use.	

Page	Draft Text	Revised Text
7-15	Lastly, the use of hybrid, electric and alternative fuel vehicles can improve the air quality, as these vehicles emit less pollutants into the air.	Lastly, the use of hybrid, electric and alternative fuel vehicles can improve the air quality, as these vehicles emit fewer pollutants into the air.
7-20	· Include air conditioning recycling and charging stations in the City vehicle maintenance facilities, to reduce freon gases being released into the atmosphere and electrostatic filtering systems in City maintenance shops, when feasible or when required by health regulations.	· Include air conditioning recycling and charging stations in the City vehicle maintenance facilities, to reduce Freon gases being released into the atmosphere and electrostatic filtering systems in City maintenance shops, when feasible or when required by health regulations.
7-24	Fresno's primary source of water is groundwater that is located within the existing Kings Subbasin groundwater aquifer and watershed area, as shown in Figure RC-1.	Fresno's primary source of water is groundwater that is located within the existing Kings Sub-basin groundwater aquifer and watershed area, as shown in Figure RC-2.
7-24	Other jurisdictions access the Kings Subbasin groundwater aquifer, and so the rate of drawdown is not solely under the control of the City. Fresno is the biggest user of the aquifer, however, and thus has a large degree of influence on its condition.	Other jurisdictions access the Kings Sub-basin groundwater aquifer, and so the rate of drawdown is not solely under the control of the City. Fresno is the biggest user of the aquifer, however, and thus has a large degree of influence on its condition.
7-24, -25	Fresno's access to this natural surface water has been established through contracts with the United States Bureau of Reclamation (USBR) for the San Joaquin River and the FID for the Kings River.	Fresno's access to this natural surface water has been established through contracts with the United States Bureau of Reclamation (USBR) for the San Joaquin River and the Fresno Irrigation District (FID) for the Kings River.
7-26	As part of the Kings Subbasin groundwater aquifer, the Kings River, pictured here, is an important natural resource for the City of Fresno.	As part of the Kings Sub-basin groundwater aquifer, the Kings River, pictured here, is an important natural resource for the City of Fresno.
7-27	Figure RC-2: Existing Kings Subbasin Groundwater Aquifer and Watershed Area	Figure RC-2: Existing Kings Sub-basin Groundwater Aquifer and Watershed Area
7-30	Intentional recharge in Fresno has averaged 48,900 af/yr from 1990 to 2011. In 2010, intentional recharge was 53,100 af (acre feet) for a total groundwater recharge of 100,000 af. Groundwater pumpage in 2010 was 128,578 af. which created a 28,578 af overdraft on the aquifer that year alone.	Intentional recharge in Fresno has averaged 48,900 af/yr from 1990 to 2011. In 2010, intentional recharge was 53,100 af for a total groundwater recharge of 100,000 af. Groundwater pumpage in 2010 was 128,578 af. which created a 28,578 af overdraft on the aquifer that year alone.
7-31	To meet a consumption reduction target of 243 gpcd by 2020 and 190 by 2035 will require a combination of conservation measures, including among other possible actions: incentives, appliance rebates, outreach programs and education, fixture swap, prioritized leak detection program, retrofit upon resale ordinance, and water meters for all residences by 2013 , as well as partnering with commercial, industrial, and institutional customers to reduce their water demand through operational improvements.	To meet a consumption reduction target of 243 gpcd by 2020 and 190 by 2035 will require a combination of conservation measures, including among other possible actions: incentives, appliance rebates, outreach programs and education, fixture swap, prioritized leak detection program, retrofit upon resale ordinance, as well as partnering with commercial, industrial, and institutional customers to reduce their water demand through operational improvements. The recent installation of residential water meters is anticipated to reduce water consumption, however additional water conservation measured should be explored.

Page	Draft Text	Revised Text
7-34	RC-6-c Land Use and Development Compliance. Ensure that land use and development projects adhere to the objective of the Fresno Metropolitan Water Resources Management Planto provide sustainable and reliable water supplies to meet the demand of existing and future customers through 2025.	RC-6-c Land Use and Development Compliance. Ensure that land use and development projects adhere to the objective of the Fresno Metropolitan Water Resources Management Plant provide sustainable and reliable water supplies to meet the demand of existing and future customers through 2025.
7-35	RC-6-h Conditions of Approval. Include in the Development Code standards for imposing conditions of approval for development projects to ensure long-term maintenance of adequate clean water resources. Require findings that adequate water supply must exist prior to any discretionary project approval for residential and commercial development requiring annexation (excluding County Islands), as required by law.	RC-6-h Conditions of Approval. Include in the Development Code standards for imposing conditions of approval for development projects to ensure long-term maintenance of adequate clean water resources. Require findings that adequate water supply must exist prior to any discretionary project approval for residential and commercial development requiring annexation, as required by law.
7-37	How the city can develop an energy-efficient infrastructure and reduce dependence on the energy grid is a prominent issue for the Plan.	How the City can develop an energy-efficient infrastructure and reduce dependence on the energy grid is a prominent issue for the Plan.
7-37	The route for this power line is proposed at the northern edge of Fresno and is expected to go into operation by 2020.	The route for this power line is proposed to the west of Fresno SOI and is expected to go into operation by 2020.
7-38	This may be because those that can afford it are willing to pay more for comfort; that the homes are larger in square footage, volume and/or number of stories than older homes and therefore require more energy to heat and cool; more of these homes may have swimming pools (which have high energy usage for pumps and heaters); and/or the mechanical systems used in the summer for the highest energy usage areas (such as condensing units) may require more energy to run than those system used in the lower usage areas (such as evaporative coolers, more commonly known as swamp coolers).	
7-38	· Installing solar panels at City-owned facilities (by April 2014, the City has deployed over 4.85 megawatts of solar power on City-owned facilities, including the largest single solar farm at any airport in the nation and a 2 megawatt solar array is planned for the Fresno-Clovis Regional Wastewater Reclamation Facility); and	· Installing solar panels at City-owned facilities (As of April 2014, the City had deployed over 4.85 megawatts of solar power on City-owned facilities, including the largest single solar farm at any airport in the nation while and a 2 megawatt solar array is planned for the Fresno-Clovis Regional Wastewater Reclamation Facility); and
7-38, -39	PG&E also has energy efficiency programs operating in the Fresno area. Many of these programs are focused on low-income homeowners , such as the Energy Partners program and Middle Income Direct Install (MIDI) program.	PG&E also has energy efficiency programs operating in the Fresno area. Many of these programs are geared towards on low-income families , such as the Energy Partners program and Middle Income Direct Install (MIDI) program.

Page	Draft Text	Revised Text
7-39	Fresno also has a large potential for solar power and will continue investing in solar energy for public facilities. Some of the key opportunities include:	Fresno also has enormous potential for solar power and will continue investing in solar energy for public facilities. Some of the key opportunities include:
7-40	In Fresno, 4,441 Energy Star qualified homes have been built, which is equivalent to eliminating 124 vehicles from the roadway, planting 205 acres of trees, or saving the environment from 1.5 million pounds of CO2.	In Fresno, 4,441 Energy Star qualified homes have been built, which is equivalent to eliminating 124 vehicles from the roadway, planting 205 acres of trees, or saving the environment 1.5 million pounds of CO2.
7-40	[RC-8-b] Commentary: <i>These targets represent 28 and 30 percent reductions respectively, in the 2010 rate of consumption.</i>	[RC-8-b] Commentary: <i>These targets represent 28 and 30 percent reductions respectively, from in the 2010 rate of consumption.</i>
7-42	Farmland within the Planning Area under this Plan is not classified or considered as long-term strategic farmland, since it is assumed that it will be urbanized at some point. Long-term farmland conservation is likely best achieved by maintaining development within the Planning Area and protecting viable farmland outside the Planning Area from further encroachment.	
7-42	Policies in the Plan will help preserve farmland beyond the Planning Area by concentrating new development within and adjacent to already-urbanized land, only extending public utilities to new development that adheres to the Plan, and not expanding the City's SOI.	Policies in the Plan will help preserve farmland by incentivizing new development within and adjacent to already-urbanized land, only extending public utilities to new development that adheres to the Plan, and not expanding the City's SOI.
7-42	Fresno is at the heart of one the premier agricultural areas in the world, and the General Plan policies will help preserve farmland beyond the city's Planning Area.	Fresno is at the heart of one the premier agricultural areas in the world, and the General Plan policies will help preserve farmland.
7-43	RC-9-b Land Outside SOI. Express opposition to residential and commercial development proposals in unincorporated areas (excluding County Islands) within or adjacent to the Planning Area when these proposals would do any of the following:	RC-9-b Land in the Planning Area. Express opposition to residential and commercial development proposals in unincorporated areas within or adjacent to the Planning Area when these proposals would do any of the following:
7-43	· Constitute a detriment to the management of resources and/or facilities important to the Fresno Metropolitan Area (such as air quality, water quantity and quality, traffic circulation, and riparian habitat).	· Constitute a detriment to the management of resources and/or facilities important to the region (such as air quality, water quantity and quality, traffic circulation, and riparian habitat).

Page	Draft Text	Revised Text
7-43	<p>RC-9-c Farmland Enrollment. Advocate for the enrollment of all prime farmland outside of the City's SOI in agricultural land conservation programs.</p> <p>Commentary: Scenic or resource conservation easements also are options for protecting farmland.</p>	<p>RC-9-c Farmland Preservation Program. In coordination with regional partners or independently, establish a Farmland Preservation Program. When Prime Farmland, Unique Farmland, or Farmland of State Importance is converted to urban uses, this program would require that the developer of such a project permanently protect an equal amount of similar farmland elsewhere through easement.</p>
7-47	<p>RC-n-c Industry Efforts. Support industry efforts to collect and recycle electronics, mattresses, carpets and any other recyclable products to help the Fresno Metropolitan Area meet goals consistent with the statewide goal of at least 75 percent of all solid waste recycled by January 2020.</p>	<p>RC-n-c Industry Efforts. Support industry efforts to collect and recycle electronics, mattresses, carpets and any other recyclable products to help the region meet goals consistent with the statewide goal of at least 75 percent of all solid waste recycled by January 2020.</p>
8-8, 8-9	<p>In addition to individual listings, Fresno has three designated historic districts: the Porter Tract (near Fresno City College), Wilson Island (near the Tower District), and the Chandler Airfield/Fresno Municipal Airport. At least twelve other districts have been recommended through surveys or community specific plans.</p>	<p>In addition to individual listings, Fresno has three designated historic districts: the Porter Tract (near Fresno City College), Wilson Island (near the Tower District), and the Chandler Airfield/Fresno Municipal Airport. At least twelve other districts have been recommended through surveys, community or Specific Plans.</p>
8-12	<p>HCR-2-f Archaeological Resources. Consider State Office of Historic Preservation guidelines when establishing CEQA mitigation measures for archaeological resources using the State Office of Historic Preservation guidelines.</p>	<p>HCR-2-f Archaeological Resources. Consider State Office of Historic Preservation guidelines when establishing CEQA mitigation measures for archaeological resources.</p>
8-12	<p>HCR-2-j Window Replacement. Evaluate window replacements in federally funded housing projects on a project-by-project basis with consideration for health, safety, historic values, sustainability, and financial feasibility.</p>	<p>HCR-2-j Window Replacement. City staff will evaluate potential opportunities for identification of window replacements to ensure historic integrity is maintained while encouraging sustainability. In addition, city staff will evaluate window replacements in federally funded housing projects on a project-by-project basis with consideration for health, safety, historic values, sustainability, and financial feasibility.</p>
8-13	<p>HCR-2-m Local Register Listing. Offer property owners, that receive funds from the City for rehabilitation of a property listing it to apply to list on the Local Register of Historic Resources if the property meets the criteria for age, significance, and integrity.</p>	<p>HCR-2-m Local Register Listing. Recommend that property owners, who receive funds from the City of Fresno for rehabilitation of a property, consent to listing it on the Local Register of Historic Resources if the property meets the criteria for age, significance, and integrity. Publicly funded rehabilitation properties which may meet Local Register criteria will be presented to the City's Historic Preservation Commission for review.</p>

Page	Draft Text	Revised Text
8-14	HCR-3-b Public Art. Collaborate with the arts community to promote the integration of public art into historic buildings and older neighborhoods. Link arts activities (such as Art Hop) with preservation activities.	HCR-3-b Public Art. Collaborate with the arts community to promote the integration of public art into historic buildings and established neighborhoods. Link arts activities (such as Art Hop) with preservation activities.
8-15	HCR-4-a Inter-agency Collaboration. Foster cooperation with public agencies and non-profit groups to provide activities and educational opportunities that celebrate and promote Fresno’s history and heritage.	HCR-4-a Inter-Agency Collaboration. Foster cooperation with public agencies and non-profit groups to provide activities and educational opportunities that celebrate and promote Fresno’s history and heritage.
9-1	Specifically included are strategies to mitigate noise impacts from new development and guidelines for sound walls .	Specifically included are strategies to mitigate noise impacts from new development and direction for noise mitigation .
9-3	<ul style="list-style-type: none"> • <i>Variation</i> in sound level with time, measured as noise exposure. Most community noise is produced by many distant noise sources that change gradually throughout the day and produce a relatively steady background noise having no identifiable source. Identifiable events of brief duration, such as aircraft flyovers, cause the community noise level to vary from instant to instant. A single number called the equivalent sound level or Leq describes the average noise exposure level over a period of time. Hourly Leq values are called Hourly Noise Levels 	<ul style="list-style-type: none"> • <i>Variation</i> in sound level with time, measured as noise exposure. Most community noise is produced by many distant noise sources that change gradually throughout the day and produce a relatively steady background noise having no identifiable source. People may become habituated to moderate continuous transportation-generated noise, such as that generated by roadways. Identifiable events of brief duration, such as aircraft flyovers and the passage of freight trains, are more noticeable because they cause the community noise level to vary episodically instead of gradually from instant to instant. A single number called the equivalent sound level or “Leq” describes the average noise exposure level over a period of time. Hourly Leq values are called Hourly Noise Levels. Analysis of noise for planning purposes uses descriptors which emphasize the effect of night time noise, because during that time noise is perceived as more disruptive because background noise levels are generally lower than in the daytime, making outside noise intrusions more noticeable.
9-3	<ul style="list-style-type: none"> • Measuring and reporting noise levels involves accounting for variations in sensitivity to noise during the daytime versus nighttime hours. Noise descriptors used for analysis need to factor in human sensitivity to nighttime noise when background noise levels are generally lower than in the daytime and outside noise intrusions are more noticeable. 	

Page	Draft Text	Revised Text
9-3	Common descriptors include the Community Noise Equivalent Level (CNEL) and the Day-Night Average Level (DNL)	[new paragraph] These weighted noise descriptors include: <ul style="list-style-type: none"> Community Noise Equivalent Level (CNEL) which reflects a 24-hour average of ambient sound but adds a five percent weighting factor for both evening (7 to 10 p.m.) and night-time (10 p.m. to 7 a.m.) sound; and Day-Night Average Level (Ldn) which reflects a 24-hour average of ambient sound but adds a 10 percent weighting factor for sound occurring during night-time hours (10 p.m. to 7 a.m.).
9-3	Both reflect noise exposure over an average day with weighting to reflect the increased sensitivity to noise during the evening and night. The two descriptors are roughly equivalent. The CNEL descriptor is used in relation to major continuous noise sources, such as aircraft or traffic, and is the reference level for the Noise Element under State planning law.	Both CNEL and Ldn reflect noise exposure over an average day with weighting to reflect the increased sensitivity to noise during the evening and night. The two descriptors are roughly equivalent. The CNEL descriptor is used in relation to major continuous noise sources, such as aircraft or traffic, and is the reference level for the Noise Element under State planning law. The general practice is to identify noise contours around transportation facilities such as airports, rail lines, highways, and major streets, and to identify noise levels at property lines from stationary sources such as industrial equipment.
9-4	Sixty dBA is considered to be the sound level of normal conversation and levels within this range are often used as a limit on outdoor ambient noise levels for suburban residential areas because it is felt that people should be able to hear conversation in their own back yards.	Sixty dBA is considered to be the sound level of normal conversation and levels within this range are often used as a limit on outdoor ambient noise levels for suburban residential areas.
9-4	In the urban environment, noise generators, such as transportation corridors and industrial uses, occur in close proximity to sensitive noise receivers, such as residential and institutional uses.	
9-4	Fresno contains three airports and has four State highways running through it, as well as major streets at half-mile and one-mile grid intervals, carrying large volumes of passenger vehicle and truck traffic.	Fresno contains three airports and has four State highways that traverse it, as well as major streets at half-mile and one-mile grid intervals, carrying large volumes of passenger vehicle and truck traffic.
9-5	Longstanding City policy for stationary sources has been to require enclosure, muffling, and/or extra setbacks so that adjacent properties are not exposed to excessive noise levels.	Longstanding City policy for stationary sources has been to require enclosure, muffling, and/or greater setbacks so that adjacent properties are not exposed to excessive noise levels.
9-5	Plans for the three airports in Fresno each have their own noise policies and land use compatibility criteria, which are incorporated in this Plan.	Each of the three airports in Fresno have their own noise policies and land use compatibility criteria, all of which are incorporated into this Plan.

Page	Draft Text	Revised Text
9-7	At each of the nine long-term 24-hour noise monitoring sites, day-night statistical noise level trends were recorded to develop DNL values. Descriptions of each location and the measured noise levels (normalized to a distance of 100 feet from the major noise source) are listed in Table 9-1.	At each of the nine long-term 24-hour noise monitoring sites, day-night statistical noise level trends were recorded to develop Ldn values. Descriptions of each location and the measured noise levels are listed in Table 9-1.
9-7	<p>[Table 9-1]</p> <p>[Column Header] DNL (dB) at 100 feet from Major Noise Source Centerline</p> <p>[All Rows] Railroad crossing at Shields Avenue Along Railroad near W Barstow Avenue SR 41 between W Barstow and W Shaw Avenue SR 180 near N Peach Avenue E Shaw Avenue near N Cedar Avenue N Blackstone Avenue near E Ashlan Avenue S Elm Avenue near E Jensen Avenue N Valentine Avenue between W. Ashlan and W Holland Avenue S Fruit Avenue north of Church Avenue</p>	<p>[Table 9-1]</p> <p>[Column Header] Noise Level (dBA Ldn)</p> <p>[All Rows] Railroad crossing at Shields Ave. Along Railroad near W. Barstow Ave. SR 41 between W. Barstow & W. Shaw Ave. SR 180 near N. Peach Ave. E. Shaw Ave. near N. Cedar Ave. N. Blackstone Ave. near E. Ashlan Ave. S. Elm Ave. near E. Jensen Ave. N. Valentine Ave. between W. Ashlan & W. Holland Ave. S. Fruit Ave. north of Church Ave.</p>
9-7		Existing noise levels in the city are principally generated by transportation noise sources (refer to Figure NS-2: Existing Noise Contours).
9-7	New noise-sensitive developments in close proximity to industrial land uses could be exposed to greater industrial noise levels. Existing noise levels generated by roadways are shown on Figure NS-2: Existing Noise Contours.	
9-7	Other factors that affect the perception of traffic noise include: distance from the highway, terrain, vegetation, and natural and structural obstacles.	Other factors that affect the perception of traffic noise include: distance from the highway, terrain, vegetation, pavement type and condition , and natural and structural obstacles.
9-8	Future noise exposure contours for Fresno's major roadways were modeled by applying the Federal Highway Administration's noise modeling procedure, using roadway, speed, and traffic mix data from the City of Fresno and projected traffic volumes based on anticipated buildout under the General Plan, as calculated by the transportation planning and engineering firm of Fehr & Peers.	Future noise exposure contours for Fresno's major roadways were modeled by applying the Federal Highway Administration's noise modeling procedure, using roadway, speed, and traffic mix data from the City and projected traffic volumes based on anticipated development under the General Plan.

Page	Draft Text	Revised Text
9-8	In establishing noise contours for land use planning, it is customary to ignore noise attenuation afforded by buildings, roadway elevations, and depressions, and to minimize the barrier effect of natural terrain features.	In establishing noise contours for land use planning, it is customary to ignore noise attenuation afforded by buildings, roadway elevations, and depressions, and the barrier effect of natural terrain features.
9-8	The developed noise contours for the City of Fresno are conservative, meaning that the contours are modeled with minimal noise attenuation by natural barriers, buildings, with the exception of significantly depressed sections of highways.	The developed noise contours for the City are conservative, meaning that the contours are modeled with minimal noise attenuation by natural barriers, buildings, with the exception of significantly depressed sections of highways.
9-8	Future development within the Planning Area will result in increased traffic volumes, thus increasing noise levels somewhat in some areas. Future noise levels along highways are projected to increase by two to five decibels. Future noise levels along most existing roadways are projected to increase by one to five decibels. New roadways, significantly expanded roadways, or sparsely populated areas where significant new development is expected may see noise levels increase by more than five decibels. Future noise contours are illustrated in Figure NS-3: Future Noise Contours. . Increases in traffic levels can be counteracted by the implementation of alternate forms of transportation and land use design that factor in noise concerns. [paragraph] Locating noise -sensitive uses away from high-noise areas (e.g., major transportation routes) and buffering noise levels through design and landscaping features will help minimize future noise-related land use conflicts. Policies in this element establish review criteria for certain land uses to ensure that future noise levels will not exceed acceptable levels near noise-sensitive land uses.	Future development within the Planning Area will result in increased traffic volumes, thus increasing noise levels in some areas (refer to Figure NS-3: Future Noise Contours). For example, future noise levels along highways are projected to increase by two to five decibels, while noise levels along most existing roadways are projected to increase by one to five decibels. New roadways, significantly expanded roadways, or sparsely populated areas where significant new development may also experience an increase in noise levels by more than five decibels. While there will be increases in some noise levels, efforts can be taken to help minimize such instances. For example, siting noise sensitive uses away from high-noise areas (e.g., major transportation routes) and buffering noise through design will help minimize future noise-related land use conflicts.
9-9	Railroad activity in Fresno occurs along two rail corridors. Warning horns generally are signaled within one-quarter mile of a grade crossing, although the area around the Community Regional Medical Center in downtown has been designated as a quiet zone.	Railroad activity in Fresno primarily occurs along two rail corridors, however there are also several spur lines. Warning horns generally are signaled within one-quarter mile of a grade crossing, although the area around the Community Regional Medical Center in downtown is designated as a quiet zone.
9-9	Away from grade crossings, train pass-by noise levels are lower, typically 85 dBA to 90 dBA at a distance of 100 feet. Noise from the proposed California High Speed Train, proposed generally adjacent to the Union Pacific rail lines through Fresno, at-grade would reach 100 dBA at 100 feet from the track centerlines.	

Page	Draft Text	Revised Text
9-9	There are two public airports in the Planning Area, Fresno-Yosemite International Airport and Chandler Executive Airport, and one private airport open to public use, Sierra Sky Park.	There are two public airports in the Planning Area, Fresno-Yosemite International Airport and Fresno Chandler Executive Airport, and one private airport open to public use, Sierra Sky Park.
9-9	ALUC provides guidance to local jurisdictions on determining appropriate and compatible adjacent land uses through the ALUCP with its detailed findings and policies which among other objectives strives to minimize the effects of aircraft noise on communities adjacent to airports and prevent uses incompatible with airport operations from locating near the airport.	ALUC and the Federal Aviation Administration (FAA) provides guidance to local jurisdictions on determining appropriate and compatible adjacent land uses through the detailed findings and policies of ALUCPs . Among other objectives, these airport plans strives to minimize the effects of aircraft noise on communities adjacent to airports and prevent uses incompatible with airport operations from locating near the airport.
9-9	Figures NS-4 through 6 show each airport's noise and safety zones that have been established to identify the compatibility criteria to apply to any given project proposed within the airport's compatibility zones.	Figures NS-4 through 6 depict each airport's noise and safety zones that have been established to identify the compatibility criteria to apply to any given project proposed within the airport's compatibility zones.
9-9	[Footnote 1] California High-Speed Train Project EIR/EIS, Fresno to Bakersfield Section, pg 3.4-41 http://www.hsr.ca.gov/docs/programs/fresno-baker-eir/drft_EIR_FresBaker_Vol1_3_4.pdf	
9-10	Another major source of noise around Fresno is agricultural operations from tractors and other mechanized equipment, crop dusters, and sometimes livestock. All of the agricultural land within the Planning Area is anticipated to convert to urbanized uses during the General Plan horizon, although the development process will continually place new development adjacent to existing agricultural uses.	
9-15	Major cities in California commonly consider maximum noise levels of 65 dB to be considered "normally acceptable" for unshielded residential development including outdoor space in an urban environment; suburban communities, by contrast, prefer a 60 dB threshold.	Major cities in California commonly consider maximum noise levels of 65 dB to be considered "normally acceptable" for unshielded residential development including outdoor space in an urban environment. Suburban and rural jurisdictions tend to prefer a 60 dB or lower threshold for residential areas .
9-15	The General Plan is consistent with noise control practice in urban areas, employing 60 dB as being a desirable level, but accepting 65 dB as being in the "normally acceptable" range for noise from transportation sources.	The General Plan is consistent with noise control practice in urban areas, employing 60 dB as being a desirable level, but accepting 65 dB as being in the "normally acceptable" range for noise due to the number of transportation sources located in proximity to urban residential areas .

Page	Draft Text	Revised Text
9-15	Section 10-101 of the City's Municipal Code contains the City's Noise Ordinance, which establishes exterior and interior noise level standards. Standards are set for ambient noise based on district type (residential, commercial, and industrial) and time of day.	Section 10-101 of the City's Municipal Code contains the City's Noise Ordinance, which establishes excessive noise guidelines and exemptions. Standards are set for ambient noise based on district type (residential, commercial, and industrial) and time of day. Upon adoption of the new noise limits and policies proposed in this General Plan Update, the City will commence an update of its Noise Ordinance to provide regulatory consistency with adopted policies.
9-15	The acceptable ranges for interior and exterior noise levels in the Noise Ordinance will be updated to be consistent with this General Plan. This update will need to increase the threshold in residential districts to 65 decibels for transportation generated noise and also provide standards for mixed-use districts, civic and institutional uses, and parks and open space. It will also specify maximum hourly noise levels of outdoor activity areas and indoor spaces for specified land use types; measurement standards; required noise mitigation standards for new residential development in noise-impacted environments; uniform guidelines for acoustical studies based on current professional standards; and enforcement procedures.	Acceptable ranges for exterior noise levels in the Noise Ordinance will be updated to be consistent with this General Plan. This update will need to increase the threshold in residential districts to 65 decibels and adjust noise limits for other planned uses. The updated Noise Ordinance will also specify maximum hourly noise levels for outdoor activity areas and indoor spaces measurement standards; uniform guidelines for acoustical studies based on current professional standards; required noise mitigation standards and enforcement procedures for stationary noise sources which cause the allowable noise limits to be exceeded.
9-16	Finally, the Noise Ordinance will establish performance standards for noise reduction for new residential development that may be exposed to community noise levels above 65 dB CNEL, based on the target acceptable noise levels for outdoor activity levels and interior space in Tables 9-2 and 9-3.	Finally, the Noise Ordinance will establish performance standards for noise reduction for new developed property that may be exposed to community noise levels exceeding target acceptable noise levels for outdoor activity levels and interior spaces.

Page	Draft Text	Revised Text
9-16	<p>Noise mitigation measures that may be considered to achieve these noise level targets include but are not limited to the following:</p> <p>All façades must be constructed with substantial weight and insulation;</p> <p>Sound-rated windows with enhanced noise reduction for habitable rooms;</p> <p>Sound-rated doors with enhanced reduction for all exterior entries for habitable rooms;</p> <p>Minimum setbacks and exterior barriers;</p> <p>Acoustic baffling of vents is required for chimneys, attic and gable ends;</p> <p>Installation of a mechanical ventilation system affording comfort and fresh air under closed window conditions is required.</p> <p>Alternative acoustical designs that achieve the prescribed noise level reduction may be approved, provided a qualified Acoustical Consultant submits information demonstrating that the required reductions to meet the specific targets for outdoor activity areas and interior spaces can be achieved and maintained.</p>	
9-16	<p>[Table 9-2 Column Headers]</p> <p>DNL/CNEL, dB</p> <p>DNL/CNEL, dB</p> <p>Leq d²³</p>	<p>[Table 9-2 Column Headers]</p> <p>Ldn/CNEL, dB</p> <p>Ldn/CNEL, dB</p> <p>Leq dB²</p>
9-16	<p>[Table 9-3 Footnote 1] When ambient noise levels exceed or equal the levels in this table, mitigation shall only be required to limit noise to the ambient plus five (5) dB.</p>	

Page	Draft Text	Revised Text
9-17	<p>NS-1-a Desirable and Generally Acceptable Exterior Noise Environment. Establish 60 dB LDN or CNEL as the standard for the desirable maximum average exterior noise levels for defined usable exterior areas of residential and noise-sensitive uses for noise, but accept 65 dB LDN or CNEL for noise generated by transportation sources.</p> <p>Commentary: <i>The Noise Ordinance will define usable exterior areas for single family and multiple family residential and noise sensitive uses to include rear yards and other outdoor areas intended to accommodate leisure or active use, but exclude front or side yard areas, front or side porches and balconies or roof decks (except where these spaces are used to calculate compliance with required outdoor living area as required by adopted development standards).</i></p>	<p>NS-1-a Desirable and Generally Acceptable Exterior Noise Environment. Establish 65 dBA L_{dn} or CNEL as the standard for the desirable maximum average exterior noise levels for defined usable exterior areas of residential and noise-sensitive uses for noise, but designate 60 dBA L_{dn} or CNEL (measured at the property line) for noise generated by stationary sources impinging upon residential and noise-sensitive uses. Maintain 65 dBA LDN or CNEL as the maximum average exterior noise levels for non-sensitive commercial land uses, and maintain 70 dBA LDN or CNEL as maximum average exterior noise level for industrial land uses, both to be measured at the property line of parcels where noise is generated which may impinge on neighboring properties,</p> <p>Commentary: <i>The Noise Ordinance will define usable exterior areas for single family and multiple family residential and noise sensitive uses to include rear yards and other outdoor areas intended to accommodate leisure or active use, excluding front or side yard areas, and front or side porches . Balconies or roof decks (facing front and side yards shall be included in designated areas to be protected from noise where these spaces are used to calculate compliance with required outdoor living area as required by adopted development standards).</i></p>
9-17	<p>NS-1-b Conditionally Acceptable Exterior Noise Exposure Range. Establish the conditionally acceptable noise exposure level range for residential and other noise sensitive uses to be 65 to 70dB LDN or CNEL for noise generated by sources noted in Policy NS-1-a. require appropriate noise reducing mitigation measures as determined by a site specific acoustical analysis to comply with the desirable and conditionally acceptable exterior noise level and the required interior noise level standards set in Table 9-2.</p>	<p>NS-1-b Conditionally Acceptable Exterior Noise Exposure Range. Establish the conditionally acceptable noise exposure level range for residential and other noise sensitive uses to be 65 dB L_{dn} require appropriate noise reducing mitigation measures as determined by a site specific acoustical analysis to comply with the desirable and conditionally acceptable exterior noise level and the required interior noise level standards set in Table 9-2.</p>

Page	Draft Text	Revised Text
9-17	<p>NS-1-c Generally Unacceptable Exterior Noise Exposure Range. Establish the exterior noise exposure of greater than 70dB LDN or CNEL to be generally unacceptable for residential and other noise sensitive uses for noise generated by sources noted in Policy NS-1-a, and study alternative less noise-sensitive uses for these areas if otherwise appropriate. Require appropriate extraordinary noise reducing mitigation measures as determined by a site specific acoustical analysis to comply with the generally desirable or generally acceptable exterior noise level and the required interior noise level standards set in Table 9-2 as conditions of permit approval.</p>	<p>NS-1-c Generally Unacceptable Exterior Noise Exposure Range. Establish the exterior noise exposure of greater than 65dB L_{dn} or CNEL to be generally unacceptable for residential and other noise sensitive uses for noise generated by sources in Policy NS-1-a, and study alternative less noise-sensitive uses for these areas if otherwise appropriate. Require appropriate extraordinary noise reducing mitigation measures as determined by a site specific acoustical analysis to comply with the generally desirable or generally acceptable exterior noise level and the required 45 dB interior noise level standards set in Table 9-2 as conditions of permit approval.</p>
9-17	<p>NS-1-d Allowable Exterior Noise Environment for Mixed Use Residential and the Downtown Planning Area</p>	<p>NS-1-d Allowable Exterior Noise Environment for BRT and Activity Centers.</p>
9-18	<p>NS-1-f Performance Standards. Implement performance standards for noise reduction for new residential and noise sensitive uses exposed to exterior community noise levels from transportation sources above 65 dB DNL or CNEL, as shown on Figure NS-3: Future Noise Contours, or as identified by a project-specific acoustic study based on the target acceptable noise levels set in Tables 9-2 and 9-3 and Policies NS-1-a through NS-1-c.</p>	<p>NS-1-f Performance Standards. Implement performance standards for noise reduction for new residential and noise sensitive uses exposed to exterior community noise levels from transportation sources above 65 dB L_{dn} or CNEL, as shown on Figure NS-3: Future Noise Contours, or as identified by a project-specific acoustical analysis study based on the target acceptable noise levels set in Tables 9-2 and 9-3 and Policies NS-1-a through NS-1-c.</p>
9-18	<p>NS-1-g Noise mitigation measures which help achieve these noise level targets may include, without limitation, the following:</p> <ul style="list-style-type: none"> • Construct façades with substantial weight and insulation; • Use sound-rated windows for primary sleeping and activity areas; • Use sound-rated doors for all exterior entries at primary sleeping and activity areas; • Use minimum setbacks and exterior barriers; • Use acoustic baffling of vents for chimneys, attic and gable ends; • Install a mechanical ventilation system that provides fresh air under closed window conditions. <p>Alternative acoustical designs that achieve the prescribed noise level standards may be approved by the City, provided that a qualified Acoustical Consultant submits information demonstrating that the alternative designs will achieve and maintain the specific targets for outdoor activity areas and interior spaces.</p>	<p>NS-1-g Noise mitigation measures which help achieve the noise level targets of this plan include, but are not limited to, the following:</p> <ul style="list-style-type: none"> • Façades with substantial weight and insulation; • Installation of sound-rated windows for primary sleeping and activity areas; • Installation of sound-rated doors for all exterior entries at primary sleeping and activity areas; • Greater building setbacks and exterior barriers; • Acoustic baffling of vents for chimneys, attic and gable ends; • Installation of mechanical ventilation systems that provide fresh air under closed window conditions. <p>The aforementioned measures are not exhaustive and alternative designs may be approved by the City, provided that a qualified Acoustical Consultant submits information demonstrating that the alternative design(s) will achieve and maintain the specific targets for outdoor activity areas and interior spaces.</p>

Page	Draft Text	Revised Text
9-18	<p>NS-1-h Interior Noise Level Requirement. Comply with the State Code requirement that any new multifamily residential, hotel, or dorm building exposed to exterior noise levels above 60 decibels CNEL must be designed to incorporate noise reduction measures to meet the 45 dB LDN interior noise criterion, and apply this standard as well to all new single-family residential and noise sensitive uses.</p>	<p>NS-1-h Interior Noise Level Requirement. Comply with the State Code requirement that any new multifamily residential, hotel, or dorm buildings must be designed to incorporate noise reduction measures to meet the 45 dB L_{dn} interior noise criterion, and apply this standard as well to all new single-family residential and noise sensitive uses.</p>
9-19	<p>NS-1-i Mitigation by New Development. Require a noise study where new development of industrial, commercial or other noise generating land uses (including transportation facilities such as roadways, railroads, and airports) may result in noise levels that exceed the noise level exposure criteria established by Tables 9-2 and 9-3 to determine impacts, and require developers to mitigate these impacts in conformance with Tables 9-2 and 9-3 as a condition of permit approval through appropriate means.</p> <p>Noise mitigation measures may include, but are not limited to:</p> <ul style="list-style-type: none"> • Screen and control noise sources, such as parking and loading facilities, outdoor activities, and mechanical equipment; • Increase setbacks for noise sources from adjacent dwellings; • Retain fences, walls, and landscaping that serve as noise buffers; • Use soundproofing materials and double-glazed windows; • Use open space, building orientation and design, landscaping and running water to mask sounds; and • Control hours of operation, including deliveries and trash pickup, to minimize noise impacts. <p>Alternative acoustical designs that achieve the prescribed noise level reduction may be approved by the City, provided a qualified Acoustical Consultant submits information demonstrating that the alternative designs will achieve and maintain the specific targets for outdoor activity areas and interior spaces. As a last resort, developers may propose to construct noise walls along state routes (freeways and expressways), super arterials, and arterials when compatible with aesthetic concerns and neighborhood character. This would be a developer responsibility, with no City funding.</p>	<p>NS-1-i Mitigation by New Development. Require an acoustical analysis where new development of industrial, commercial or other noise generating land uses (including transportation facilities such as roadways, railroads, and airports) may result in noise levels that exceed the noise level exposure criteria established by Tables 9-2 and 9-3 to determine impacts, and require developers to mitigate these impacts in conformance with Tables 9-2 and 9-3 as a condition of permit approval through appropriate means.</p> <p>Noise mitigation measures may include:</p> <ul style="list-style-type: none"> • The screening of noise sources such as parking and loading facilities, outdoor activities, and mechanical equipment; • Providing increased setbacks for noise sources from adjacent dwellings; • Installation of walls and landscaping that serve as noise buffers; • Installation of soundproofing materials and double-glazed windows; and • Regulating operations, such as hours of operation, including deliveries and trash pickup. <p>Alternative acoustical designs that achieve the prescribed noise level reduction may be approved by the City, provided a qualified Acoustical Consultant submits information demonstrating that the alternative designs will achieve and maintain the specific targets for outdoor activity areas and interior spaces. As a last resort, developers may propose to construct noise walls along roadways when compatible with aesthetic concerns and neighborhood character. This would be a developer responsibility, with no City funding.</p>

Page	Draft Text	Revised Text
9-19	<p>NS-1-j Significance Threshold. Establish, as a threshold of significance for the City's environmental review process, that a significant increase in ambient noise levels is assumed if the project would increase noise levels in the immediate vicinity by 5 3 dB L_{DN} or CNEL or more.</p> <p>Commentary: When an increase in noise would result in a “significant” impact (increase of five dBA or more) to residents or businesses, then noise mitigation would be required to reduce noise exposure. If the increase in noise is less than five dBA, then the noise impact is considered insignificant and no noise mitigation is needed.</p>	<p>NS-1-a Significance Threshold. Establish, as a threshold of significance for the City's environmental review process, that a significant increase in ambient noise levels is assumed if the project would increase noise levels in the immediate vicinity by 3 dB L_{dn} or CNEL or more above the ambient noise limits established in this General Plan Update.</p> <p>Commentary: When an increase in noise would result in a “significant” impact (increase of three dBA or more) to residents or businesses, then noise mitigation would be required to reduce noise exposure. If the increase in noise is less than three dBA, then the noise impact is considered insignificant and no noise mitigation is needed.</p>
9-20	<p>NS-1-m Transportation Projects.</p>	<p>NS-1-m Transportation-Related Noise Impacts.</p>
9-20	<p>NS-1-o Sound Wall Guidelines. Develop, distribute, and implement standard guidelines on heights, materials, and aesthetic design for sound walls and other noise barriers, within two years of General Plan adoption. Include aesthetic considerations in the guidelines, such as variable noise barrier heights, a combination of a landscaped berm with wall, and reduced barrier height in combination with increased distance or elevation differences between noise source and noise receptor, with a maximum allowable height of 15 feet.</p> <p>Commentary: Having guidelines on prototypical mitigation measures for various situations and context that can be readily implemented can facilitate infill and other development.</p>	<p>NS-1-o Sound Wall Guidelines. Acoustical studies and noise mitigation measures for projects shall specify the heights, materials, and design for sound walls and other noise barriers. Aesthetic considerations shall also be addressed in these studies and mitigation measures such as variable noise barrier heights, a combination of a landscaped berm with wall, and reduced barrier height in combination with increased distance or elevation differences between noise source and noise receptor, with a maximum allowable height of 15 feet. The City will develop guidelines for aesthetic design measures of sound walls, and may commission area wide noise mitigation studies that can serve as templates for acoustical treatment that can be applied to similar situations in the urban area.</p> <p>Commentary: While acoustical studies need to be site-specific in order to appropriately assess particular settings, having prototypical design measures and noise control templates that can be applied for similar situations and context s can facilitate infill and other development.</p>

Page	Draft Text	Revised Text
9-21	NS-1-p Airport Noise Compatibility. Implement the land use and noise exposure compatibility provisions of the adopted Fresno Yosemite International Airport Land Use Compatibility Plan, the Fresno-Chandler Downtown Airport Master and Environs Specific Plan, and the Sierra Sky Park Land Use Policy Plan to assess noise compatibility of proposed uses and improvements within airport influence and environs areas.	NS-1-p Airport Noise Compatibility. Implement the land use and noise exposure compatibility provisions of the adopted Fresno Yosemite International Airport Land Use Compatibility Plan, the Fresno-Chandler Executive Airport Master and Environs Specific Plan, and the Sierra Sky Park Land Use Policy Plan to assess noise compatibility of proposed uses and improvements within airport influence and environs areas.
9-24	NS-2-d Bluff Preservation Overlay Zone. Maintain the requirements of the Bluff Preservation Overlay Zone District which include provisions to:	NS-2-d Bluff Preservation Overlay Zone. Per the requirements of the Bluff Preservation Overlay Zone District and Policy POSS-7-f (Chapter 5, Parks and Open Space), the following standards shall be applicable for property located within the Bluff Preservation zone:
9-24	[NS-2-d] • Establish a minimum setback of 30 feet from the San Joaquin River bluff edge for all future structures and rear yards.	[NS-2-d] • Establish a minimum setback of 30 feet from the San Joaquin River bluff edge for all buildings, structures, decks, pools and spas (which may be above or below grade), fencing, lighting, steps, etc. o An applicant may request to reduce the minimum setback to 20 feet from the bluff edge if it can be demonstrated, to the satisfaction of the City's Building Official and the Planning Director, that the proposed building, structure, deck, pool and/or spas (which may be above or below grade), fencing, steps, etc., will meet the objectives of the Bluff Preservation Overlay Ordinance. In no case shall the setback be reduced to less than 20 feet.
9-28	NS-3-b Curb and Gutter Installation. Coordinate with Fresno Metropolitan Flood Control District (FMFCD) to install curbing, gutters, and other drainage facilities consistent with the Storm Drainage and Flood Control Master Plan.	NS-3-b Curb and Gutter Installation. Coordinate with Fresno Metropolitan Flood Control District (FMFCD) to install curbing, gutters, and other drainage facilities with priority to existing neighborhoods with the greatest deficiencies and consistent with the Storm Drainage and Flood Control Master Plan.
9-29	NS-3-d Landscaped Buffer. Require the perimeter of all permanent stormwater ponding basins to have a landscaped buffer.	NS-3-d Landscaped Buffer. City will support the development of FMFCD ponding basins including the landscaping and irrigation for the top one third of the side sloped areas consistent with the FMFCD Basin Design Criteria.

Page	Draft Text	Revised Text
10-13	For the third straight year, violent crime has decreased in Fresno with a 7 percent reduction for 2013. This includes a 22 percent decline in homicides. Property crimes also fell in 2013 by 12 percent. For the first time in over a decade, every single crime category decreased in the city. Fresno's violent crime rate in 2012 was 5.4 per 1,000 persons while San Jose was 3.6, Anaheim 3.7, Bakersfield 5.4, Sacramento 7.4, Stockton 15.5, and Oakland 19.9, while in the San Joaquin Valley, Clovis was 2.2, Visalia 4.3, Hanford 5.6, Tulare 6.2, Madera 7.4, Merced 10, and Sanger 10.8. The city's property crime rate of 50.9 per 1,000 persons in 2012 was higher than San Jose 29.2, Anaheim 29.2, Sacramento 41.9, Bakersfield 49.9, and less than Stockton 51, and Oakland 65.9 in the San Joaquin Valley, it was more than Madera 25.8, Hanford 32.2, Clovis 41.1, Visalia 43.4, Tulare 39.4, Sanger 41.9, and less than Merced 50.8.	
10-13	Calls for police service are largely concentrated in the central, southwest, and southeast sections of the city. Those calls that occur in north Fresno are generally along corridors surrounding State Routes 99 and 41 and major arterials such as Blackstone Avenue and Herndon Avenue.	
10-15	About 20 percent of the adult population in the county are college graduates, compared to 27 percent statewide, and the city and county lag behind the rest of the state in residents with graduate degrees (6 percent vs. 11 percent).	About 20 percent of the adult population in the county has a college degree, compared to 27 percent statewide, and the city and county lag behind the rest of the state in residents with graduate degrees (6 percent vs. 11 percent).
	In 2012 and 2013, Fresno was ranked last out of the 40 and then 50 largest U.S. cities, respectively, for ParkScore, a measure that takes into account public open space acreage, services, investment, and access	In 2012 and 2013, Fresno was ranked last out of the 40 and then 50 largest U.S. cities, respectively, for "ParksScore," a measure that takes into account public open space acreage, services, investment, and access
10-16	Priorities for this Plan include (1) to increase the amount of parks and open space available to its residents, and (2) to enhance access to parks and public recreation facilities within the central area of Fresno for those living in older neighborhoods. While the creation of large parks in the older, denser portions of the city would be difficult, there are vacant parcels in key locations to create pocket parks with a children's playground and a running path	Priorities for this Plan include (1) to increase the amount of parks and open space available to its residents, and (2) to enhance access to parks and public recreation facilities within the central area of Fresno for those living in established neighborhoods. While the creation of large parks in the older, denser portions of the city would be difficult, there are vacant parcels in key locations to create Pocket Parks with a children's playground and a running path

Page	Draft Text	Revised Text
10-18	Full service grocery stores and produce markets are actually well distributed around Fresno, with fewer on the city's edges; the areas west of State Route 99 are largely devoid of grocery options. There are several areas of the city that are considered food deserts. All of the city's food deserts are located south of Belmont Avenue, with two west of State Route 99 and one south of the fairgrounds; the fourth one in southeast Fresno is an area under development.	Full service grocery stores and produce markets are inconsistently distributed around Fresno, with fewer on the city's edges. The areas west of State Route 99 are largely devoid of grocery options
10-19	Most city residents would be unable to easily walk to a grocery store though , since their locations are spread out. Only 10 percent of residential land in the city is within walking distance of a grocery store or fresh produce market. Farmers markets are clustered in the Downtown, but distributed in most areas except for central Fresno. The city has few community gardens, and these are mostly located in the eastern areas of Fresno.	Most city residents would be unable to easily walk to a grocery store, since their locations are spread out. Only 10 percent of residential land in the city is within walking distance of a grocery store or fresh produce market. Farmers markets are also unevenly distributed.
10-20	· Business opportunities for residents to sell goods they grow themselves , e.g. at farmers' markets; and	· Business opportunities for residents to sell goods that they may grow, e.g. at farmers' markets; and
10-22	Public transit provides a citywide travel option for people who cannot or choose not to drive, and can be a crucial means of accessing health services as well as jobs and education.	Public transit provides travels option for people who cannot or choose not to drive, and can be a crucial means of accessing health services as well as jobs and education.
10-23	The City Council adopted the Bicycle, Pedestrian, & Trails Master Plan (BMP), which is a stand-alone document and is not incorporated into this General Plan. It serves as an administrative and implementing guide, which includes plans and policies , to increase the miles of bike lane (along roadways) and bike paths (separate rights-of way) available to bike riders.	The City Council adopted the Bicycle, Pedestrian, & Trails Master Plan (BMP), which serves as an administrative and implementing guide, to increase the miles of bike lane (along roadways) and bike paths (separate rights-of way) available to bike riders.
10-23	The City has options for addressing some of these negative factors including through land use designations, development standards, streetscape design, and police services as funding may be available.	The City has options for addressing some of these negative factors including through land use designations, development standards, streetscape design, and police services as funding becomes available.
10-26	One of the City's primary planning considerations is to address the need for increasing the affordable housing opportunities for low- and moderate-income households, with special emphasis on persons with disabilities, the homeless , large families, persons living in substandard housing, and persons paying rent that exceeds 50 percent of their monthly income.	One of the City's primary planning considerations is to address the need for increasing the affordable housing opportunities for low- and moderate-income households, with special emphasis on persons with disabilities, people experiencing homelessness , large families, persons living in substandard housing, and persons paying rent that exceeds 50 percent of their monthly income.

Page	Draft Text	Revised Text
10-26	The Housing Element, adopted by the City in 2008, is not being comprehensively updated at this time, as this work is scheduled to occur after adoption of the Regional Transportation Plan update and the Sustainable Communities Plan as specified under new State regulations set by SB 375.	The Housing Element will not be updated as part of this Plan, but efforts are already underway to perform a comprehensive update.
10-26	Just as early childhood is a critical period for addressing the environmental contributors to chronic disease and health disparities, so are youth and young adulthood important periods for enabling community members to make good decisions and preventing risk factors that contribute to chronic disease burden and premature mortality in the future. Youth engagement - the meaningful participation and continued involvement of young people in activities focused outside themselves—can be conceived as part of a larger group of “developmental assets” which may improve youth resilience to harmful choices related to drugs, alcohol, violence, and risky sexual activity, among other things. Youth engaged in structured activities—extracurricular school involvements, community service, organizational work in church or community—have been found to be less likely to use cigarettes, marijuana, hard drugs and alcohol, less likely to engage in risky sexual behavior or become pregnant, less likely to engage in violent behavior or be arrested, less likely to drop out of school, and more likely to complete a college degree, than youth who were not engaged in these kinds of activities. There is also evidence that engaged youth are less depressed, have higher self-esteem, are more physically active, obtain higher grades in school, and show a greater commitment to their friends, families, and communities.[2]	
10-26	More specifically, involvement in arts and hobbies, as well as participation in youth group activities, may reduce later delinquency. For example, third graders who spent more time in non-sport extracurricular activities were better adjusted in fifth grade, than children who were less involved in these activities. Community service involvement also leads to reduced violence.	Engaging the younger members of our community is important to shaping the city's direction. They offer a valuable voice and direction as the future stewards of our community.
10-27	The idea is that young people should have a real voice in their communities, with the chance to be advocates for change and to participate in the decision-making process on issues that affect them.	The idea is that young people should have a voice in their communities, with the chance to be advocates for change and to participate in the decision-making process on issues that affect them.

Page	Draft Text	Revised Text
10-27	Through the YET work with the Building Healthy Communities campaign, these youth and adult partnerships are currently working to engage youth in policies surrounding transportation, education equity and urban land use	Through the YET work in collaboration with the Building Healthy Communities campaign, youth and adult partnerships are currently working to engage youth in policies surrounding transportation, education equity and urban land use
10-27	Currently, the SUCCESS team is working on recommendations to improve FUSD discipline policies and procedures to ensure problem student behavior is addressed fairly, effectively, and promptly in a way that supports students in continuing their academic achievement . The goal is to measure an increase in school attendance and reduction in the number of school days missed due to suspension and expulsion.	Currently, the SUCCESS team is working on recommendations to improve FUSD discipline policies and procedures to ensure behavior is addressed fairly and effectively. The goal of the program is to measure school attendance and reduce the number of school days missed due to suspension and expulsion.
10-27	· SNL will focus on two city parks , Romain Park (745 N. First St.) and Holmes Park (212 S. Fresno St.) . The major underlying goal is to reduce the violence in the areas of these two parks, as measured by Fresno Police Department crime data, particularly violent crimes involving youth.	· SNL currently operates at Romain Park and Holmes Park. The underlying goal is to reduce the violence in the areas of these two parks, as measured by Fresno Police Department crime data, particularly violent crimes involving youth.
10-27	The purpose is to make sure youth are not left out of important decisions that will help transform communities into thriving, healthy places that preserve the environment and provide economic opportunities for all people.	The purpose is to ensure that youth are engaged in important decisions that will help transform communities into thriving, healthy places that preserve the environment and provide economic opportunities for all people.
10-28	The Building Healthy Communities Initiative addresses a broad range of land use and social issues in their published community priorities for South Fresno, which are listed below:	The Building Healthy Communities Initiative addresses a broad range of land use and social issues, which include:
10-29	In sum , the vision for this element can be said to:	The vision for this element strives to:
10-29	· Increase access to medical and health services for geographically underserved areas and populations at greater risk for poor physical health.	· Increase access to medical and health services for underserved areas and populations at greater risk for poor physical health.
10-29	Undertake investments in public health that leverage existing assets, partner with other organizations, and are easy and inexpensive to operate and maintain.	
10-29	Other supporting initiatives, such as urban form, economic development, and transportation strategies, are addressed in other elements of this Plan.	

Page	Draft Text	Revised Text
10-30	HC-1-b Local Health Workshops. Work with health providers, schools, churches, neighborhood associations and others to develop and maintain a program of regular health workshops (and mobile health clinics) run by medical service providers and hosted in local neighborhood facilities such as schools, parks, churches, businesses, or parking lots.	HC-1-a Local Health Workshops. Work with health providers, schools, religious institutions, neighborhood associations and others to develop and maintain a program of regular health workshops (and mobile health clinics) operated by medical service providers and hosted in local neighborhood facilities such as schools, parks, religious institutions, businesses, and parking lots.
10-30	HC-1-a Neighborhood and Job Center Childcare, Older Adult Care, and Care Facilities for People with Disabilities. Support public agencies and private sector groups who provide care facilities in neighborhoods and job centers through new partnerships and incentives, and create requirements to provide healthy, secure environments for Pre-K children, older adults, and people with disabilities.	HC-1-a Neighborhood Care Facilities. Support public agencies and private sector groups who provide care facilities in neighborhoods and job centers through new partnerships and incentives, and create opportunities to provide healthy, secure environments for Pre-K children, older adults, and people with disabilities.
10-30	[HC-1-d] Commentary: The City will facilitate collaborative partnerships between the County of Fresno Health Department; California State University, Fresno; medical professionals; community-based agencies; service providers; schools; and local agencies.	[HC-1-d] Commentary: The City will encourage collaborative partnerships between the County of Fresno Health Department; California State University, Fresno; medical professionals; community-based agencies; service providers; schools; and local agencies.
	HC-1-a Mobility for Carless Population. Improve multi-modal mobility for populations that do not have access to a car by connecting all neighborhoods to major destinations, including parks; civic facilities; California State University, Fresno; other educational institutions; employment centers; shopping destinations; and recreation areas.	HC-2-d Mobility for Carless Population. Improve multi-modal mobility for populations that do not have access to a car by connecting neighborhoods to major destinations, including parks; civic facilities; educational institutions; medical facilities; employment centers; shopping destinations; and recreation areas.
10-31	HC-1-a Universal Design. Work with the Building Industry Association to update the City of Fresno Universal Design Standard to facilitate incorporation of lifecycle design principles in new residential development and make these options available to purchasers, to help community members stay in their homes and neighborhoods as they age.	HC-1-a Universal Design. Work with residential developers to update the City of Fresno Universal Design Standard to facilitate incorporation of lifecycle design principles in new residential development and make these options available to purchasers, to help community members stay in their homes and neighborhoods as they age.
10-32	Housing-related Illness Assessment and Testing	Housing-Related Illness Assessment and Testing
10-32	[HC-3-c] Commentary: Recommendations from the National Center for Healthy Housing’s “Housing and Health: New Opportunities for Dialogue and Action” will help the City implement this policy. Grants also will help tie energy efficiency improvements to measures that will remove lead from buildings.	[HC-3-c] Commentary: Recommendations from the National Center for Healthy Housing’s “Housing and Health: New Opportunities for Dialogue and Action” will help the City implement this policy.

Page	Draft Text	Revised Text
10-32	HC-3-e Health Services and Medical Facilities in Underserved Neighborhoods. Publicize existing health programs and help residents make the connection between County and community-based health services and medical facilities. Work with hospitals and the County of Fresno Health Department to increase siting and development of medical clinics and medical facilities in the underserved neighborhoods west of State Route 99 and across south Fresno from southwest to southeast	HC-3-e Health Services and Medical Facilities in Underserved Neighborhoods. Publicize existing health programs and help residents make the connection between County and community-based health services and medical facilities. Work with hospitals and the County of Fresno Health Department to increase siting and development of medical clinics and medical facilities.
10-32	HC-3-f New Drive-Through Facilities. Include in the Development Code design review to reduce vehicle emissions resulting from queued idling vehicles at drive-through facilities in proximity to residential neighborhoods.	HC-3-f New Drive-Through Facilities. Incorporate design review measures in the Development Code to reduce vehicle emissions resulting from queued idling vehicles at drive-through facilities proximate to residences.
10-33	HC-4-a Business Maintenance Standards. Update property maintenance standards, codes, and enforcement provisions specific to businesses.	HC-4-a Business Maintenance Standards. Update property maintenance standards, codes, and enforcement provisions to include businesses.
10-33		HC-4-e Code enforcement. Conduct resident outreach, including to diverse populations, to assess the accessibility and adequacy of the City's code enforcement procedures and modify them as needed.
10-33		HC-4-f Chronic Violators. Design and implement procedures to address chronic code violations at single properties.
10-35	HC-5-f Urban Agriculture. Promote a full range of urban agriculture activities, including farmers' markets, farm stands, community gardens, on-site garden produce market stands, and urban farms. Support associations involved in these activities, and undertake the following:	HC-5-f Urban Agriculture. Promote a full range of urban agriculture activities, including farmers' markets, farm stands, community gardens, on-site garden produce market stands, and urban farms. Support associations involved in these activities, which can be accomplished by a combination of the following:

Page	Draft Text	Revised Text
10-35	<p>[HC-5-f] Amend the zoning regulations and streamline permitting procedures to include provision for Community Gardens, On-site Garden Produce Market Stands and Urban Farms that allow sale of foods grown locally.</p> <ul style="list-style-type: none"> • Permit community gardens as land uses allowable by right under the following conditions: • On vacant residentially zoned lots under two acres in size through the filing of an agreement with the City between a community group, or other person(s), and the land owner; or • On developed land operated and owned or leased by a community institution; or • On City-owned or other public land, subject to City or agency approval. 	<p>[HC-5-f] Amend the FMC to provide clear and concise permitting procedures regarding Community Gardens, On-site Garden Produce Market Stands, and Urban Farms that allow sale of foods grown locally.</p>
10-35	<p>[HC-5-f]</p> <ul style="list-style-type: none"> • Create a policy for reduced planning application and plan check fees for urban agriculture projects. 	<p>[HC-5-f]</p> <ul style="list-style-type: none"> • Create a policy for reduced planning entitlements and plan check fees.
10-36	HC-5-g Commercial Agriculture. Continue to develop policies established by City Council for the allowance of agriculture on undeveloped land 50 acres or larger and planned for residential development.	HC-5-g Commercial Agriculture. Continue to develop policies to allow agriculture on land greater than 50 acres in area.
10-36	HC-6-a Safer Routes to Schools	HC-6-a Safe Routes to Schools
10-36	HC-1-a Site Schools Away from Major Roadways. Work with all school districts operating in Fresno and private and charter schools to locate and design new school sites so they are located and accessed away from major street intersections and major streets.	HC-6-b Site Schools on Safe Streets. Work with all school districts operating in Fresno and private and charter schools to locate and design new school sites so they are located on safe streets.
10-36	Commentary: Ideally, elementary schools will be sized and sited in the middle of residential neighborhood areas accessed by Connector or local streets, and not along major roadways.	
11-6	Additionally, the adoption of a comprehensive update of the Development Code is part of the implementation of this General Plan. Form-based codes are anticipated for the Downtown Planning Area as part of the pending community and specific plans for that area.	Additionally, the adoption of a comprehensive update of the Development Code is part of the implementation of this General Plan. Form-based codes are anticipated for the Downtown Planning Area as part of the pending community and Specific Plans for that area.
11-6	This General Plan provides a land use plan for SEGA . See Figure LU-1 (Land Use Diagram)	This General Plan provides a land use plan for SEDA . See Figure LU-1 (Land Use Diagram)

Page	Draft Text	Revised Text
11-9	Further, the General Plan anticipates community plans and s pecific p lans will be approved for the revitalization and continued development of the Downtown neighborhoods, and contemplates adoption of a development code specific to the Downtown which will support and streamline the infill process.	Further, the General Plan anticipates community plans and S pecific P lans will be approved for the revitalization and continued development of the Downtown neighborhoods, and contemplates adoption of a development code specific to the Downtown which will support and streamline the infill process.
11-9	The General Plan is not inconsistent with this program. The proposed land use changes in the General Plan provide for a total of 38,83 7 additional dwelling units, which exceeds the 38,469 additional dwelling units identified by the rezoning under this program (Rezone 500 acres of vacant land to the R-2 or R-3 zoning district at a minimum of 20 units per acre and rezone 200 acres of vacant land to R-3 or R-4 zoning district at a minimum of 38 units per acre).	The General Plan is not inconsistent with this program. The proposed land use changes in the General Plan provide for a total of 38,83 5 additional dwelling units, which exceeds the 38,469 additional dwelling units identified by the rezoning under this program (Rezone 500 acres of vacant land to the R-2 or R-3 zoning district at a minimum of 20 units per acre and rezone 200 acres of vacant land to R-3 or R-4 zoning district at a minimum of 38 units per acre).
11-11	N/A. Nevertheless, the General Plan is not inconsistent with this programs, see LU-5 and implementing policy LU-4-c and HC-2-b.	N/A. Nevertheless, the General Plan is not inconsistent with this program. See LU-5 and implementing policy LU-4-c and HC-2-b.
11-15	This section also includes matrices for equivalency between the zoning referenced in the current Housing Element and the new zoning districts allowing residential development and Downtown planning area zoning (Tables 11-5 and 11-6). The Housing Element provides development standards for residential uses in Office and Commercial Zone Districts. The updated Development Code will not allow residential uses in those districts; therefore, no equivalency table is needed. Upon adoption of the updated Development Code, it is anticipated that currently commercial or office zoned lands suitable for residential will be rezoned to a mixed-use district that will allow for both residential and commercial/office uses, increasing the amount of available property for residential use compared to the existing conditions under the 2025 General Plan and zoning.	This section also includes matrices for equivalency between the zoning referenced in the current Housing Element and the new zoning districts allowing residential development and Downtown planning area zoning (Tables 11-5 and 11-6). Upon adoption of the updated Development Code, it is anticipated commercial and office zoned lands suitable for residential will be rezoned to a mixed-use district that will allow for both residential and commercial/office uses, increasing the amount of available property for residential use compared to the existing conditions under the 2025 General Plan and zoning.
11-18	The following tables (Tables 11-7 – 11-12) update the representative tables found in Chapter 4 related to development and zoning standards within the city. Tables from the current Chapter 4 not represented here do not need any changes.	The following tables (Tables 11-7 – 11-12) update the representative tables found in Chapter 4 of the 2013 Housing Element related to development and zoning standards within the city. Tables from the current Chapter 4 not represented here do not need any changes.
11-18	However, the existing Development Code is being updated and will be adopted concurrently with, or following adoption of, this General Plan.	However, the existing Development Code is being updated and will be adopted following adoption of this General Plan.

Page	Draft Text	Revised Text
12-1	The specific timing of Plan implementation will be dependent on the City's budgetary resources and staffing and may vary depending on how market forces affect planned buildout by development.	The specific timing of Plan implementation will be dependent on the City's budgetary resources and staffing and may vary depending on how market forces affect development.
12-2	The idea of concept plans, presented in the Urban Form, Land Use, and Design Element, will be further developed and regulations provided in, the new Development Code.	The idea of concept plans, presented in the Urban Form, Land Use, and Design Element, will be further developed by , and have regulations provided in, the new Development Code
12-2	The City also anticipates it will concurrently establish updated procedures for making findings for General Plan conformity decisions in the new regulating and zoning implementation provisions of the Development Code.	After the adoption of the General Plan, the City also anticipates that the new Development Code will establish updated procedures for making findings for General Plan conformity decisions in new regulating and zoning implementation provisions.
12-3	The City will reevaluate the General Plan every 5 five years including , but not limited to, market demand studies and analysis to determine land use needs and future sphere changes with market studies showing needs and demand as the trigger.	The City will reevaluate the General Plan every five years using information from , but not limited to, market demand studies and analysis to determine land use needs.
12-3	The City's zoning ordinance is being updated by the preparation of the Code concurrently with the Plan in order to implement the goals, objectives, policies, and planned land uses of the Plan.	The City's zoning ordinance is being updated by the preparation of the Code following the adoption of the Plan in order to implement the goals, objectives, policies, and planned land uses of the Plan.
12-3	Implementing the General Plan will involve the Mayor, the City of Fresno City Council (Council), the City of Fresno Planning Commission (Planning Commission), and other City boards, committees, commissions, and departments.	Implementing the General Plan will involve the Mayor, the City Council (Council), the Planning Commission (Planning Commission), and other City boards, committees, commissions, and departments.
12-4	The Council also may adopt community plans, neighborhood plans and Specific plans , among others, as needed for General Plan implementation, and it hears appeals from the Planning Commission regarding certain development project decisions.	The Council also may adopt community plans, neighborhood plans and Specific Plans , among others, as needed for General Plan implementation, and it hears appeals from the Planning Commission regarding certain development project decisions.
12-4	The Planning Commission also may also prepare and recommend adoption of design guidelines and specific plans , concept plans , neighborhood plans or special plans as needed for Plan implementation. Finally, the Commission is responsible for tentative map approvals under the City's Subdivision Regulations, if it finds them to be consistent with the Plan and specific plans and certain development project review, as specified in the Development Code, and for other implementation actions, as specified in the Plan elements or in the Development Code.	The Planning Commission may also prepare and recommend adoption of design guidelines and Specific Plans , community plans , Concept Plans , neighborhood plans as needed for Plan implementation. Finally, the Commission is responsible for tentative map approvals under the City's Subdivision Regulations, if it finds them to be consistent with the Plan and Specific Plans and certain development project review, as specified in the Development Code, and for other implementation actions, as specified in the Plan elements or in the Development Code.

Page	Draft Text	Revised Text
12-4	In 1979, the Council adopted the City's Historic Preservation Ordinance (HPO) and was updated in 1999, 2010 and 2012, which established the City's Historic Preservation Commission and a Local Register of Historic Resources (Local Register), patterned after the 1966 National Register of Historic Places.	In 1979, the Council adopted the City's Historic Preservation Ordinance (HPO) and updated it in 1999, 2010 and 2012. It established the City's Historic Preservation Commission and a Local Register of Historic Resources (Local Register), patterned after the 1966 National Register of Historic Places.
12-4	Historic Resources , defined as any building, structure, object or site in existence generally more than fifty years which possesses integrity of location, design, setting, materials, workmanship, feeling and association, and is associated with historic events or with the lives of persons significant in Fresno's past, or embodies the distinctive characteristics of a type, period or method of construction, or represents the work of a master or possesses high artistic values; or reflects, important information about prehistory or history, and has been designated by the Council to the Local Register as required by the HPO.	Historic Resources , defined as any building, structure, object or site in existence generally more than 50 years which possesses integrity of location, design, setting, materials, workmanship, feeling and association, and is associated with historic events or with the lives of persons significant in Fresno's past, or embodies the distinctive characteristics of a type, period or method of construction, or represents the work of a master or possesses high artistic values; or reflects, important information about prehistory or history, and has been designated by the Council to the Local Register as required by the HPO.
12-7	In Fiscal Year 2014, construction began on two new parks , Martin Ray Reily and the Universally Accessible Park , which will accommodate the needs of the disabled community and is the only one of its kind in the Central Valley.	In Fiscal Year 2014 construction began on Martin Ray Reily Park . There are plans to begin construction in the immediate future on Inspiration Park , which will accommodate the needs of the disabled community and is the only one of its kind in the Central Valley.
12-7	In 2016, the City's Bus Rapid Transit (BRT) is expected to be in service to provide improved service reliability and travel time along two corridors (Blackstone Avenue and Ventura Avenue/Kings Canyon Road) in the city with enhanced bus service along Shaw Avenue.	In 2016, the City's Bus Rapid Transit (BRT) is expected to implement "Phase 1" service to provide improved service reliability and travel time along two corridors (Blackstone Avenue and Ventura Avenue/Kings Canyon Road) along with enhanced bus service along Shaw Avenue.
12-10	The Act created an Ad Hoc Council Subcommittee on Infill Development to first of all , improve the business climate in the City and improve the City's relationship with the private sector.	The Act created an Ad Hoc Council Subcommittee on Infill Development to improve the business climate in the City and improve the City's relationship with the private sector.
12-11	Established Neighborhoods Generally South of Herndon Avenue. These areas need catalytic reinvestment. Other neighborhoods have not yet fallen into total disrepair, but are most in jeopardy of becoming extremely distressed, and if strategic now with smaller investments made over the life of the Plan, they can be spared this decline. Finally, some neighborhoods in this broad area are perfectly healthy today, but may be surrounded by neighborhoods that are starting to decline, which would ultimately affect the healthy neighborhoods over the life of the plan;	Established Neighborhoods Generally South of Herndon Avenue. These areas need catalytic reinvestment. There are other neighborhoods in this area that are not currently distressed, but do need strategic investments now in order to prevent decline. Finally, some neighborhoods in this area are perfectly healthy today, but may be surrounded by neighborhoods that are starting to decline.

Page	Draft Text	Revised Text
12-11	BRT Corridors. The BRT priority corridors include Blackstone Avenue, Ventura Avenue/Kings Canyon Road, Shaw Avenue, and California Avenue; and	BRT Corridors. The BRT priority corridors include the first phase along Blackstone Avenue and Ventura Avenue/Kings Canyon Road, and the second phase along Shaw Avenue and California Avenue.
12-11	Downtown Planning Area. Together, these districts form the civic and cultural heart of the City. They include the city's historic main street and the highest building density anywhere in Central California. The BRT Corridors and established neighborhoods generally south of Herndon Avenue will all connect to and depend on a functioning, vibrant Downtown.	Downtown Planning Area. Together, these districts form the civic and cultural heart of the City. BRT and enhanced transit will connect established neighborhoods generally south of Herndon Avenue to a functioning, vibrant Downtown.
12-12	The greatest and most obvious barrier is the dilemma that infill development and/or adaptive reuse of historic buildings can cost too much relative to the return on those investments from rental, leased, or sale income.	The greatest barrier is the dilemma that infill development and/or adaptive reuse of historic buildings can cost too much relative to the return on those investments from rental, leased, or sale income.
12-13	The briefing page for the Infill Finance Task Force is available at www.fresno.gov/Government/MayorsOffice/infill.htm. The Executive Summary will be available Summer 2014. The following points summarize those recommendations:	The following points summarize the Task Force's recommendations:
12-13	Identify all potential funding mechanisms to replace infrastructure in older parts of the city and improve service levels.	Identify all potential funding mechanisms to replace infrastructure in established neighborhoods and improve service levels.
12-13	For the program to serve as a meaningful incentive, State legislation would likely be required, although the City could use federal housing grant funds or other local sources of funds to at least create an incentive program in the short term.	For the program to serve as a meaningful incentive, State legislation would likely be required although the City could use federal housing grant funds or other local sources of funds to at least create an incentive program in the short term.
12-15	Priority will be given to serving established neighborhoods, including established neighborhoods generally south of Herndon Avenue (as shown in Figure IM-1: Priority Areas for Development Incentives), along BRT corridors, and in the Downtown Planning Area, consistent with the Plan policies.	Priority will be given to serving established neighborhoods, including established neighborhoods generally south of Herndon Avenue (as shown in Figure IM-1: Priority Areas for Development Incentives), along BRT and enhanced transit corridors, and in the Downtown Planning Area, consistent with the Plan policies.
12-16	The Plan calls for consistency between the Plan and the Code to ensure that the Plan policies will be implemented and that environmental resources earmarked for protection in the Plan will be preserved.	The Plan calls for the revision and adoption of a new Development Code to ensure that the Plan policies will be implemented and that environmental resources earmarked for protection in the Plan will be preserved.

Page	Draft Text	Revised Text
12-17	The City's Development Code (Code) will translate plan policies into specific use regulations, development standards, design standards, and performance criteria that will govern development on individual properties and development sites. The Code also includes citywide regulations for landscaping, on-site parking and loading, signs, antennas and wireless communications facilities, and affordable housing density bonus provisions, among other regulations. ¹	After adoption of the General Plan, the City's Development Code (Code) will be structured to translate plan policies into specific use regulations, development standards, design standards, and performance criteria that will govern development on individual properties and development sites. The Code will also include citywide regulations for landscaping, on-site parking and loading, signs, antennas and wireless communications facilities, and affordable housing density bonus provisions, among other regulations. ¹
12-17	Regulations for these districts are being established as part of the comprehensive zoning update that has been undertaken concurrently with the Plan update. The use regulations and development standards for existing zoning districts are undergoing amendments to conform to Plan policies. Density and intensity limits, consistent with the Plan's land use classifications, are also being updated.	Regulations for these districts will be established as part of the comprehensive zoning update following the Plan update. The use regulations and development standards for existing zoning districts will undergo amendments to conform to Plan policies. Density and intensity limits, consistent with the Plan's land use classifications, will also be updated.
12-17	If the Development Code and Zoning Map are not immediately amended, the City will take steps to ensure projects are consistent with the General Plan, which may include an interim zoning ordinance or other actions as appropriate.	The City will take steps to ensure projects are consistent with the General Plan, which may include an interim zoning ordinance or other actions as appropriate.
12-18	Zoning must be consistent with the General Plan if the City's land use, housing, and open space policies are to be realized.	To realize the City's land use, housing, and open space policies zoning designations will be amended.

Page	Draft Text	Revised Text
12-22	<p>Agreements for individual projects on a case-by-case basis, under provisions of applicable law, which can advance infill development. The State definition (California Public Resources Code Section 21061.3) for an infill site is as follows:</p> <p>“Infill site” means a site in an urbanized area that meets either of the following criteria:</p> <p>(a) The site has not been previously developed for urban uses and both of the following apply:</p> <p>(1) The site is immediately adjacent to parcels that are developed with qualified urban uses, or at least 75 percent of the perimeter of the site adjoins parcels that are developed with qualified urban uses, and the remaining 25 percent of the site adjoins parcels that have previously been developed for qualified urban uses.</p> <p>(2) No parcel within the site has been created within the past 10 years unless the parcel was created as a result of the plan of a redevelopment agency.</p> <p>(b) The site has been previously developed for qualified urban uses.</p>	<p>Agreements for individual projects on a case-by-case basis, under provisions of applicable law, which can advance infill development.</p>
12-22	The City also anticipates completing and adopting the Downtown Neighborhoods Community Plan and, assuming the State program for the HST system proceeds, a station area master plan to further support infill development in the Downtown.	The City also anticipates completing and adopting the Downtown Neighborhoods Community Plan and, assuming the State program for the High-Speed Train system proceeds, a station area master plan to further support infill development in the Downtown.
12-23	Priority Investment In Established Neighborhoods	Priority Investment in Established Neighborhoods
12-23	<p>The Plan focuses a reasonable proportion of future development within the city's existing footprint to fulfill the Plan policy that roughly half of development through the year 2035 occurs in infill locations. To support investment and infill development, the City will establish a priority development program for eligible properties, using a refined definition of “infill development” to facilitate implementation of this Plan and gain the benefits of permit streamlining that State law provides for qualifying infill development.</p>	<p>The Plan focuses a reasonable proportion of future development within the city's existing footprint to fulfill the Plan policy that roughly half of development through the year 2035 occurs in infill locations. This Plan policy is not expected to be fulfilled in a linear or “one-to-one” pattern and may progress in an uneven pattern due to market forces and the timing of incentives. However, the City expects to make steady progress toward all the goals and objectives, and fulfillment of this Plan policy is expected to occur at or near the close of General Plan Horizon in 2035.</p> <p>To support investment and infill development, the City will establish a priority development program for eligible properties, using “infill development,” as defined in the Glossary, to facilitate implementation of this Plan and gain the benefits of permit streamlining and other incentives that State law provides for qualifying infill development.</p>

Page	Draft Text	Revised Text
12-23	Substantial rehabilitation and new construction within the city limits that is consistent with the state's definition qualifies as infill development.	Substantial rehabilitation, as defined by the California Building Code , and new construction within the city limits that is consistent with Public Resources Code 21061.3 can qualify as infill development
12-23	While investment anywhere in the city limits in areas that meet the State definition will be considered "infill" and help achieve the overall goals of the Plan, the City will prioritize specific areas within the city limits for incentives and other benefits to accelerate reinvestment and rehabilitation. These priority areas are consistent with the recommendations from the Fresno General Plan Implementation and Infill Finance Task Force and are depicted in Figure IM-1: Priority Areas for Development Incentives. They include:	While infill development will help achieve the overall goals of the Plan, the City will prioritize specific areas within the city limits for incentives and other benefits to accelerate reinvestment and rehabilitation. The following priority areas are identified in Figure IM-1: Priority Areas for Development Incentives. ²
12-24	The City will implement a number of specific strategies to support investment in these priority areas. Those strategies are discussed in this chapter and in the Infill Finance Task Force report. The Administration will work with the Council to prepare the implementing ordinances and programs that are identified in the Task Force report. They will require separate Council action in order to implement them.	The City will implement a number of strategies to support investment in these priority areas.
12-24		^[2] These priority areas are consistent with the recommendations from the Fresno General Plan Implementation and Infill Finance Task Force
12-24	Following the adoption of the Fresno General Plan, the City will focus on infill development and new development within the city limits , as well as new development within Growth Area 1 based on planned infrastructure expansion, public service capacity, and fiscal considerations.	Following the adoption of the Plan, the City will focus on infill development as well as new development within Growth Area 1 based on planned infrastructure expansion, public service capacity, and fiscal considerations.

Page	Draft Text	Revised Text
12-24	Growth Area 2 needs critical infrastructure improvements, and the City does not anticipate that funding for Growth Area 2 can be committed in the near-term. To this end , the City will need to establish a way to monitor investment within the city limits and Growth Area 1 before approving the opening of Growth Area 2. The Administration will prepare options for the Council to consider for such a program.	Growth Area 2 needs critical infrastructure improvements, and the City does not anticipate that funding for this area can be committed in the near-term. Due to these limitations , the City will need to establish a method to monitor investment within infill areas , and Growth Area 1 prior to approving development in areas subject to the restrictions enumerated in the City/County Memorandum of Understanding (MOU). As part of upcoming negotiations with the County for an updated MOU, the City will explore options to create a plan that allows for student-serving uses, such as housing and related commercial uses, to be developed in conjunction with the new State Center Community College District Southeast campus.
12-25	The recommendations for sequencing growth in the City will comply with the City/County Memorandum of Understanding (MOU) which governs annexation. Whatever form is ultimately adopted, the City should implement an easy-to-track, objective, transparent measurement that can be used to determine the appropriate timing for opening Growth Area 2 for new growth.	The recommendations for annexations into the City will comply with the MOU. Whatever method is ultimately adopted, the City should implement an easy-to-track, objective, transparent measurement that can be used to determine the appropriate timing for allowing development in areas subject to the restrictions enumerated in the MOU for new growth.
12-25	The City will use “strategic phasing” to achieve the overall goals of the plan, as opposed to annual limits of some sort that place unrealistic controls on the local market.	The City will use “strategic phasing” to achieve the overall goals of the plan, as opposed to annual limits of some sort that place unrealistic controls on the local market.
12-28	While roughly one half of the city’s development will be within the city limits through 2035, the other half or so of the city’s development will be in growth areas, which include unincorporated land planned for urban use.	While roughly one half of the city’s development will be within infill areas through 2035, the other half or so of the city’s development will be in growth areas, which include unincorporated land planned for urban use.
12-31	[Table 12-2 Row 29, Column 3] CM, CAO, City Council, DPW, Mayor, DARM, Planning Commission, Bicycle and Pedestrian Commission, FAX	[Table 12-2 Row 29, Column 3] CM, CAO, City Council, DPW, PARCS , Mayor, DARM, Planning Commission, Bicycle and Pedestrian Commission, FAX
12-37	[Table 12-2 Row 78, Column 1] Support Fresno’s youth with programs and leadership opportunities.	[Table 12-2 Row 78, Column 1] Support Fresno’s youth with programs and leadership opportunities, developed in collaboration with youth.
12-37	[Table 12-2 Row 78, Column 3] Mayor, City Council, CM, CAO, PARCS, Fresno Unified School Districts (USD), Clovis USD, Central USD, Sanger USD, Washington USD	[Table 12-2 Row 78, Column 3] Mayor, City Council, CM, CAO, PARCS, Fresno Unified School District (USD), Clovis USD, Central USD, Sanger USD, Washington USD
G-1	Acre, Gross.	Acreage, Gross (or Acres, Gross).

Page	Draft Text	Revised Text
G-1	Acre, Gross Developable. Area of a site, including proposed public streets and other proposed rights-of-way but excluding areas subject to physical or environmental constraints, which include creek corridors and floodways, and areas to be dedicated for greenways or habitat protection.	
G-1	Acre, Net. Area of a site excluding land to be dedicated for required easements for vehicles and rights of way, either public or private; land dedicated to be hazardous and unbuildable; and land to be dedicated for schools and parks or other facilities dedicated for public use.	Acreage, Net (or Acres, Net). Area of a site excluding land to be dedicated for required easements for vehicles and rights of way, either public or private; land dedicated to be hazardous and unbuildable; and land to be dedicated for schools and parks or other facilities dedicated for public use. <i>The General Plan calculates residential density on net acreage, defined as the land area of a lot remaining after dedication of all areas for major streets, schools, regional trails, certified wetlands or floodplains, and land underneath electric transmission lines.</i>
G-2	Affordable Housing. Housing capable of being purchased or rented by a household with very low, low, or moderate income, based on a household's ability to make monthly payments necessary to obtain housing. Housing is considered affordable when a household pays less than 30% of its gross monthly income for housing property taxes, insurance, and utilities.	Affordable Housing. <i>Affordable Housing as defined by the State of California, which generally considers housing to be affordable when a household pays less than 30% of its gross monthly income for housing, property taxes, insurance, and utilities.</i>
G-2	Buffer. In terms of land use, a buffer is a transitional zone or piece of land between two different land uses.	Buffer. <i>A land use designation that is intended to separate urban uses from long-term agricultural uses in order to preserve long-term viable agricultural areas.</i>
G-3	Buildout. That level of development characterized by full occupancy of all developable sites in accordance with the General Plan; the maximum probable level of development envisioned by the General Plan under specified assumptions about densities and intensities. Buildout does not necessarily assume parcels are developed at maximum allowable intensities.	

Page	Draft Text	Revised Text
G-3	Bus Rapid Transit (BRT). A bus-based mass transit system with specialized design, services, and infrastructure to improve system quality and remove the typical causes of delay. BRT combines the speed, reliability and amenities of rail-based rapid transit systems with the flexibility of buses. To be considered BRT, buses should operate for a significant part of their journey within a fully dedicated right of way (busway), in order to avoid traffic congestion. In addition, a BRT system may have some or most of the following elements: busway alignment, dedicated right-of-way, off-board fare collection, intersection treatments including traffic-signal priority, and platform-level boarding.	Bus Rapid Transit (BRT). A bus-based mass transit system with specialized design, services, and infrastructure to improve system quality and remove the typical causes of delay. BRT combines the speed, reliability and amenities of rail-based rapid transit systems with the flexibility of buses.
G-3	BRT Corridor. BRT corridors in the City are the: Blackstone/Abbey corridor from Downtown to Audubon; Ventura/Kings Canyon Corridor from Downtown to Clovis Avenue, with future phases to east of Temperance; Shaw Avenue; California Avenue Corridor from Downtown to Hughes/Marks to connect a proposed Veteran's Community Transit Village with the Downtown.	BRT Corridor. BRT corridors in the City include, but are not limited to: Blackstone/Abbey corridor from Downtown to Audubon; Ventura/Kings Canyon Corridor from Downtown to Clovis Avenue, with future phases to east of Temperance; Shaw Avenue; California Avenue Corridor from Downtown to Hughes/Marks to connect a proposed Veteran's Community Transit Village with the Downtown.
G-3		California High-Speed Rail Authority. California State Agency responsible for planning, designing, building and operation of the first high-speed rail system in the nation, the California High-Speed Train.
G-3		California High-Speed Train. High-speed train service being designed to connect the mega-regions of California. By 2029, the system is to run from San Francisco to the Los Angeles basin and the Central Valley in under three hours at speeds capable of over 200 miles per hour. The system is to eventually extend to Sacramento and San Diego, totaling 800 miles with up to 24 stations.
G-4	Carbon Footprinting.	Carbon Footprint.
G-4	Citywide Development Code. Refers to the proposed City of Fresno Municipal Code, Chapter 15, Citywide Development Code which contains the City's zoning and subdivision regulations and is proposed to be the new planning, zoning and development implementing code. This code is to be adopted following the adoption of this General Plan.	
G-4	City Council. The City Council is the governing body of the City of Fresno and is vested with all powers of legislation in municipal affairs.	City Council. The City Council is the governing body of the City of Fresno and, except where expressly limited by the City Charter, is vested with all powers of legislation in municipal affairs.
G-5	Code. See Citywide Development Code for definition.	Code. See Development Code for definition.

Page	Draft Text	Revised Text
G-5	Community Institution. An organization or establishment founded for a specific purpose, such as a hospital, church , school, community center, or hospital.	Community Institution. An organization or establishment founded for a specific purpose, such as a hospital, religious institution , school, community center, or hospital.
G-6	Complete Neighborhood. Refers to a neighborhood where one has safe and convenient access to the goods and services needed in daily life. This includes a variety of housing options, grocery stores and other commercial services, quality public schools, public open spaces and recreational facilities, affordable active transportation options and civic amenities. An important element of a complete neighborhood is that it is built at a walkable and bikeable human scale, and meets the needs of people of all ages and abilities.	Complete Neighborhood. Refers to a neighborhood where one has safe and convenient access to the goods and services needed in daily life. This envisions a variety of housing options, grocery stores and other commercial services, quality public schools, public open spaces and recreational facilities, active transportation options and civic amenities. An important element of a Complete Neighborhood is that it is built at a walkable and bikeable human scale, and meets the needs of people of all ages and abilities.
G-6	Complete Streets. Complete Streets are designed and operated to enable safe, attractive, and comfortable access and travel for all users, including motorists, pedestrians, bicyclists, children, seniors, individuals with disabilities, and users of public transportation.	Complete Streets. Streets which are designed and operated to enable safe, attractive, and comfortable access and travel for all users, including motorists, pedestrians, bicyclists, children, seniors, individuals with disabilities, and users of public transportation.
G-6	Concept Plan. Provide framework for growth by identifying future land uses, major road networks, and other challenges and opportunities for growth within the larger area adjacent or surrounding a proposed project. Concept plans require project implementation to involve coordination between new growth areas and existing development that includes subdivisions, some of which were built many years ago, in order to achieve Complete Neighborhoods. Concept plans should include park, school, and other public services locations and demonstrate how subdivisions and proposed commercial and other developments may impact surrounding properties, and how connectivity amongst the sites will be achieved within the framework of the General Plan .	Concept Plan. A framework for growth which identifies future land uses, major road networks, and other challenges and opportunities for growth within the larger area adjacent or surrounding a proposed project. Concept plans require project implementation to involve coordination between new growth areas and existing development that includes subdivisions, some of which were built many years ago, in order to achieve Complete Neighborhoods. Concept Plans may include parks, schools, trails , and other public services and amenities . Concept Plans should demonstrate how subdivisions, proposed commercial and other developments may impact surrounding properties, and how connectivity amongst the sites will be achieved.
G-7	Connectivity. The quality of street patterns that allows for through movement between and within neighborhoods.	Connectivity. The quality of street patterns and pedestrian paths that allow for through movement between and within neighborhoods.
G-7	Connector. Two- to three-lane undivided roadways planned to provide access to larger, well integrated neighborhoods typically 40 to 160 acres in size and having a range of residential densities and one or more supporting uses, such neighborhood serving recreational open space, school, civic, quasi-public and shopping.	Connector. Two- to three-lane undivided roadways planned to provide access to larger, well integrated neighborhoods typically 40 to 160 acres in size and generally having a range of residential densities and one or more supporting uses, such neighborhood serving recreational open space, school, civic, quasi-public and shopping.
G-7	County.	County (capitalized) and county (non-capitalized).

Page	Draft Text	Revised Text
G-7	Creative Fresno. Creative Resno is a 501(c)(3) nonprofit organization. They are professionals that got together to drive the popular Creative Cities Movement in Fresno and support the role of the arts within a vibrant community and embrace innovation, creativity and action to help transform Fresno into a place they can be proud to live, work, and play.	Creative Fresno. A 501(c)(3) nonprofit organization. Members are professionals that joined together to drive the popular Creative Cities Movement in Fresno and support the role of the arts within a vibrant community and embrace innovation, creativity and action to help transform Fresno into a place they can be proud to live, work, and play.
G-8	Density. The number of residential dwelling units per acre of land. Densities specified in the General Plan are expressed in units per gross developable acre. (See “ Acres, Gross ” and “ Acres, Gross Developable. ”)	Density. The number of residential dwelling units per acre of land. Densities specified in the General Plan are expressed in units per net acre. (See “ Acreage, Net. ”)
G-9	Development Code. See Citywide Development Code for definition.	Development Code. Refers to the proposed City of Fresno Municipal Code, Chapter 15, Development Code which will contain the City's zoning and subdivision regulations and is proposed to be the new planning, zoning, and development implementing code. This code is to be adopted following the adoption of this General Plan.
G-10		Disadvantaged Unincorporated Communities (DUCs). Settled places not within city limits where the median household income is 80 percent or less than the statewide median household income.
G-11	Established Neighborhoods. Development inside the city limits that are more than 10 years old.	Established Neighborhoods. Development inside the city limits that is more than 10 years old.
G-14	Fresnans. Refers generally to persons living within the City of Fresno's planning area.	
G-14	Fresno-Clovis Metropolitan Area (FCMA). A general reference to a geographic area including both of the City of Fresno and the City of Clovis and the immediately surrounding environs the boundaries of which were defined by US Census Tracts. The area included within the FCMA is larger than the Sphere of Influence and the Planning Area.	
G-14	Fresno Metropolitan Area. See Fresno-Clovis Metropolitan Area (FCMA) for definition.	
G-14	Fulton Corridor Specific Plan (FCSP). A subsequent specific plan to further refine the Downtown Planning Area and more specifically the Fulton Corridor.	Fulton Corridor Specific Plan (FCSP). A subsequent Specific Plan to further refine the Downtown Planning Area and more specifically the Fulton Corridor.
G-14	General Fund. Monies from local property and sales taxes, and other revenue sources, that pay for City of Fresno services such as Police; Fire; Public Works; Elected Offices; City Manager; City Clerk; and Parks, Recreation, and Community Services.	General Fund. Monies from local property and sales taxes, and other revenue sources, that pay for City of Fresno services.

Page	Draft Text	Revised Text
G-15		General Plan Buildout. The level of development characterized by full occupancy of all developable sites in accordance with the General Plan Buildout does not necessarily assume parcels are developed at maximum allowable intensities. General Plan Buildout will occur past 2050.
G-15		General Plan Horizon. The level of development predicted to occur by 2035, in accordance with the General Plan.
G-15	Green Building. A Green Building generally refer to one that is environmentally friendly in terms of energy consumption, or the waste they produce during its entire life-cycle.	Green Building. A Green Building generally refers to one that is environmentally friendly in terms of energy consumption, or the waste they produce during its entire life-cycle.
G-17	Growth Area. All land within the City's SOI, but outside of the City Limits that requires annexation to be incorporated into the city of Fresno.	Growth Area. All land within the City's SOI, as of December 31 st , 2012, but outside of the City Limits that requires annexation to be incorporated into the City of Fresno.
G-18	California High Speed Train. High speed train service being designed to connect the mega-regions of California. By 2029, the system is to run from San Francisco to the Los Angeles basin and the Central Valley in under three hours at speeds capable of over 200 miles per hour. The system is to eventually extend to Sacramento and San Diego, totaling 800 miles with up to 24 stations.	
G-18	California High-Speed Rail Authority. California State Agency responsible for planning, designing, building and operation of the first high-speed rail system in the nation, the California High Speed Train.	
G-18	California Public Resources Code Section 21061.3 provides the following definition for infill: "Infill site" means a site in an urbanized area that meets either of the following criteria: (a) The site has not been previously developed for urban uses and both of the following apply: (1) The site is immediately adjacent to parcels that are developed with qualified urban uses, or at least 75 percent of the perimeter of the site adjoins parcels that are developed with qualified urban uses, and the remaining 25 percent of the site adjoins parcels that have previously been developed for qualified urban uses. (2) No parcel within the site has been created within the past 10 years unless the parcel was created as a result of the plan of a redevelopment agency. (b) The site has been previously developed for qualified urban uses.	Infill. The terms "infill area" and "infill development" are intended to be used interchangeably, and shall be defined consistent with the definition of "infill area" set forth in Objective UF-12 as follows: "Locate roughly one-half of future residential development in infill areas—defined as being within the City on December 31, 2012—including the Downtown core area and surrounding neighborhoods, mixed-use centers and transit-oriented development along major BRT corridors, and other non-corridor infill areas, and vacant land." To the extent that the City must comply with alternative statutory definitions, the definitions of "infill" contained within Public Resources Code 21061.3 and CEQA Guidelines 15332, as may be amended, may apply.

Page	Draft Text	Revised Text
G-23		Multi-modal. Supporting more than one mode of transportation.
G-23	Older Neighborhoods. See Established Neighborhoods for definition.	
G-24	Park Ratio. The amount of parkland in acres to 1,000 residents.	Park Ratio. The amount of parkland in acres per 1,000 residents.
G-25	Pedestrian-oriented Development.	Pedestrian-Oriented Development.
G-26		Regional Park. A large park of more than 40 acres in size, which is meant to serve a large number of residents across a broad area of the city, or around 100,000 residents. Regional parks typically include community park features that allow for a variety of sports and active recreation. A park less than 40 acres in size may also be defined as a Regional Park if it provides unique recreational opportunities, such as a zoo or access to the San Joaquin River.
G-26	San Joaquin Valley Blueprint. The Blueprint is intended to help urban areas in Fresno County to better deal with existing and expected future growth-related challenges to public resources, housing, mobility, health, air quality and environment.	San Joaquin Valley Blueprint. The Blueprint is intended to help urban areas in Fresno County to better deal with existing and expected future growth-related challenges to public resources, housing, mobility, health, air quality and environment. More information can be found at http://www.valleyblueprint.org .
G-27	Satellite Treatment and Reclamation Facility. Onsite reclamation systems may obviate the need for largescale dual piping systems, which are generally prohibitively expensive in urbanized areas and reduce the need to expand existing treatment plants to meet future growth projections.	Satellite Treatment and Reclamation Facility. Onsite reclamation systems may obviate the need for large-scale dual piping systems, which are generally prohibitively expensive in urbanized areas and reduce the need to expand existing treatment plants to meet future growth projections.
G-28		Site Area. The land area of a lot remaining after dedication of all areas for public streets, regional trails, and certified wetlands or floodplains.
G-29	Specific Plan. A s pecific p lan may include all regulations, conditions, programs, and/or proposed legislation which may be necessary or convenient for the systematic implementation of any general plan element(s).	Specific Plan. A S pecific P lan may include all regulations, conditions, programs, and/or proposed legislation which may be necessary or convenient for the systematic implementation of any general plan element(s).
G-29	State Route (Officially known as State Highway Route).	State Route (Officially Known as State Highway Route).
G-36	DU: Dwelling Unit	du: Dwelling Unit
G-37	FAX: City of Fresno's Fresno Area Express	FAX: City of Fresno's Fresno Area Express
G-37	LAFCO: Fresno C ounty Local Agency Formation Commission	LAFCO: Fresno Local Agency Formation Commission